CYCLE NEWS®

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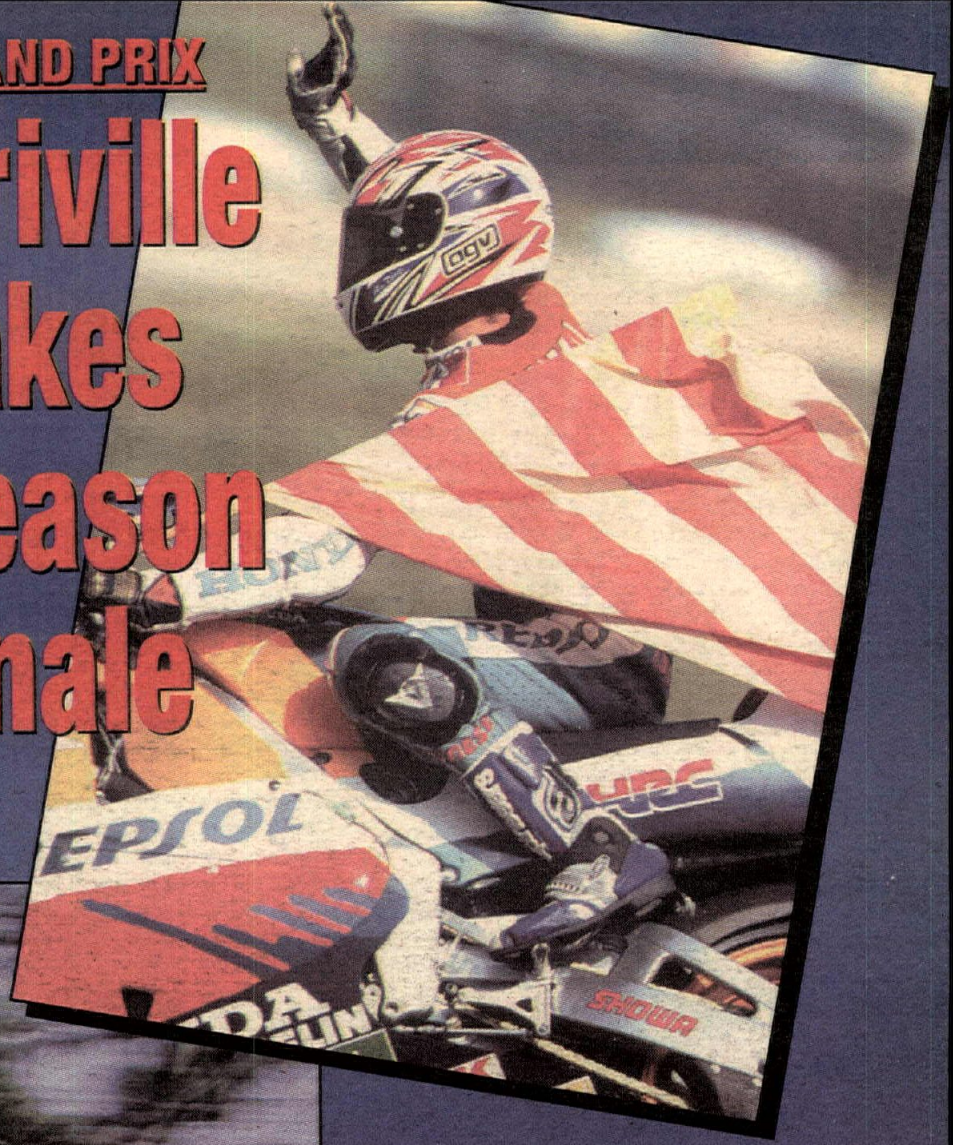
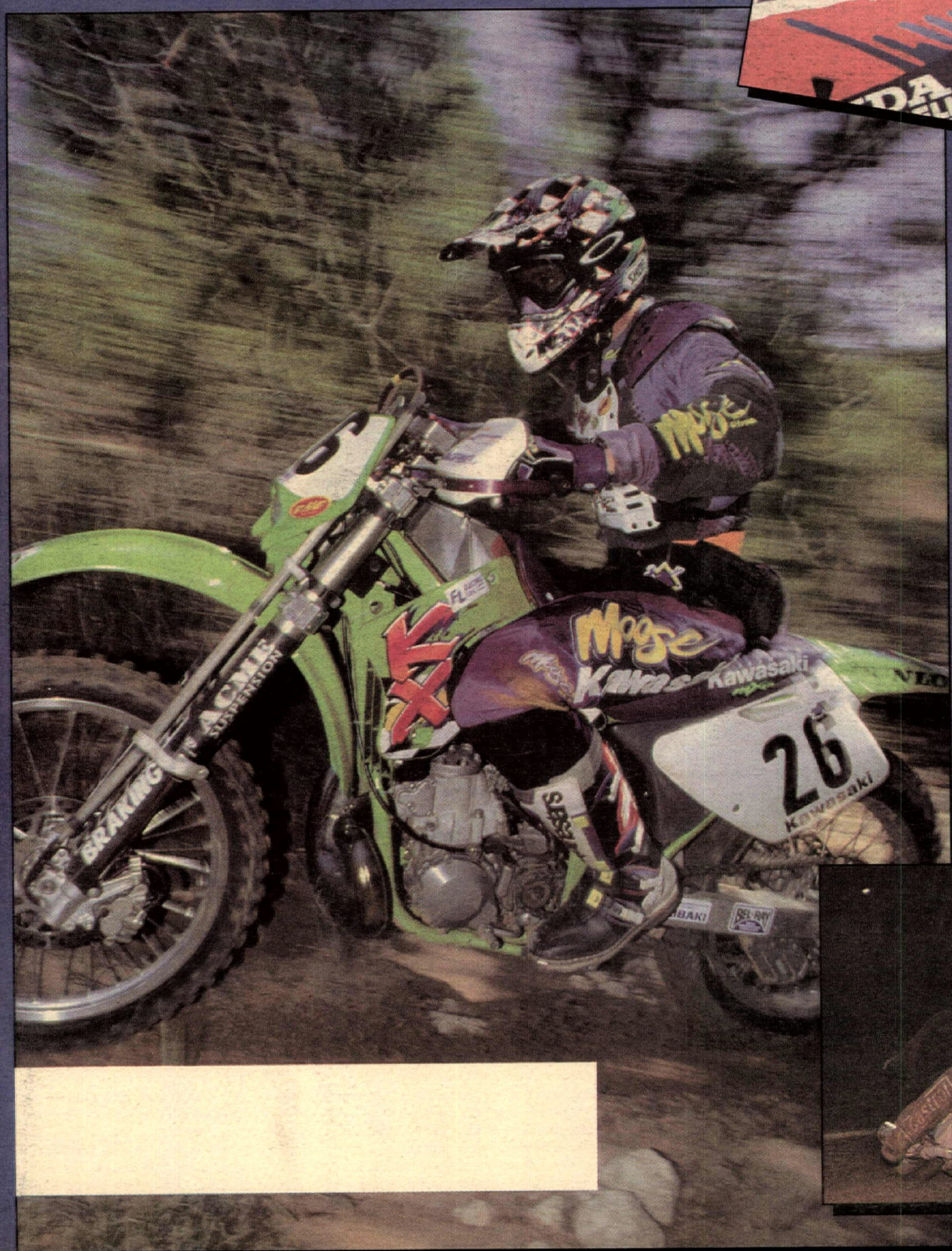
GRAND PRIX

Criville takes season finale





AMA NATIONAL ENDURO

A first for Ty Davis, a first for Kawasaki

WORLD SPEEDWAY

Hans Nielsen crowned in British Grand Prix

Scott Summers (Hon) scored the overall win at the AMA National Hare Scrambles round in Millfield, Ohio, on October 8. Summers took the checkered flag ahead of runner-up **Scott Plessinger** (KTM), while **Fred Andrews** (Yam), **Doug Blackwell** (Yam) and **Duane Conner** (Yam) rounded out the top five overall.

Steve Dresser (H-D) and **Paul Pinsonnault** (Hon) finished off the AMA National Hillclimb Championship Series in Oregonia, Ohio, on October 8, in fine style. Both Dresser and Pinsonnault scored wins in their respective classes - Dresser in the 800cc class and Pinsonnault in the 540cc class, and with those wins, wrapped up the series class titles. In the 800cc class, Dresser recorded his second win of the season over **Wade Williams** (Hon) and **Rod Williams** (H-D), while six-time event winner **Lou Gerencer Jr.** (H-D) finished fourth in Ohio. Gerencer Jr. ended up second to Dresser in the series standings. In the 540cc division, Pinsonnault scored the win over **Richard Soter** (BSA), who ended up second in the series, finishing just eight points behind Pinsonnault. **Ted Wilkins** (Rtx) finished third on the day and in the series point standings. **James Zucco** (Kaw) and **Scott Neely** (Hon) filled out the top five in Ohio.

Jerry Graves (Kaw), **Rick Perry** (Suz) and **John Myers** (Suz) posted victories in the Vance & Hines Bluegrass Nationals at Beech Bend Raceway Park in Bowling Green, Kentucky, on October 8. Graves won the Funny Bike class; Perry won Pro Mod; and Myers won Pro Stock.

Lucky Strike Suzuki's **Scott Russell** will compete in an exhibition race in Sugo, Japan, on October 22. The 500cc exhibition race will be held in conjunction with the penultimate round of the Japanese National Championship, which two years ago switched to using superbikes rather than GP bikes. Russell will race against the factory Hondas, with potential riders including Shinichi Itoh and Tadayuki Okada, the Marlboro Yamaha with Norifumi Abe aboard, and a Cagiva to be ridden by Nobuatso Aoki, another Grand Prix regular. Russell sees the race as another opportunity to get more miles on the Suzuki RGv500. "I knew it would be hard to adapt to a GP bike, and while I'm up to speed, I still need to learn a lot more about life at the limit," Russell said. "It's not so much that a full 500 is hard to ride, but that its limits are way beyond anything any other bike can teach you. It's capable of a lot, but it's also very unforgiving. Right now, I want to get all the practice I can at getting the most out of the Lucky Strike Suzuki, so I'm real glad to have this extra chance."

Kenny Roberts Jr. tested a Marlboro Yamaha YZR500 for the first time on Monday, October 9, at the Montemelo Circuit in Barcelona, Spain, the day after the Catalonian Grand Prix. Roberts Jr. ran times in the one-minute, 48-second range, times which would have qualified him among the top privateers. "I've had more fun today than in the whole year on my 250," Roberts said after the test. Others testing at the track were Lucky Strike Suzuki's **Scott Russell**, who was joined in the test by Brit **Terry Rymer** (Russell's teammate **Daryl Beattie** had left to go hunting in Tanzania with Kevin Schwantz); and a host of journalists who were riding Michael Doohan's title-winning Honda NSR500.

A five-rider team will represent the U.S. in the **1995 Macau Gran Prix**. The invited riders include **Fritz Kling**, **Michael Barnes**, **Calvin Rayborn III** and **Pablo Real**. The fifth rider will be named as soon as his contractual obligations are settled. The team will leave for Hong Kong on November 11; following the race, they will be treated to a paid vacation in Thailand.

The **Sunoco Race Fuels Formula USA** rounds from Road Atlanta in Braselton, Georgia, will be televised on **ESPN and ESPN2**, according to F-USA. The two rounds, scheduled for October 15, will decide the F-USA Championship and will be shown on January 28 and 29 on ESPN and on February 3 on ESPN2. Check your local listings for times.

According to Debbie Matthews of the **U.S. Women's Motocross Team**, the team has reached an agreement with Advanstar for the 1996 season. Advanstar will supply a booth free of charge to the team at all its retail shows, giving the team an opportunity to market itself to the public. The next Advanstar show is scheduled for Anaheim, California, on December 15-17.

dP Safety School is currently negotiating to secure a weekend date in February of 1996 at the new Buttonwillow track in Southern California. Buttonwillow, which is currently under construction, is located half a mile west of Interstate 5 on the Lerdo Highway, 126 miles north of Los Angeles and 28 miles from Bakersfield. The track is three miles long. For more information on the track or on the dP Safety School, call 805/772-8301.

The **Gilles Lalay Classic** is scheduled to begin on February 24, 1996 in the Limousin region of France. The enduro is expected to pit stars such as **Stephane Peterhansel** and **Cyril Esquirol** against many others in what has been called the "hardest race in the world." The 1996 event will mark the fifth edition of the Gilles Lalay Classic.

A few weeks ago we reported that road racer **Colin Edwards II** had enlisted French Canadian **Alan Labrosse** to represent him in any contract negotiations. According to Edwards' father, Colin Sr., the negotiations fell apart and Labrosse will not be representing Edwards. "I'll be taking care of him again," Edwards said. "We never did come to an agreement with Alan. Now that I'm healthy again, it won't be a problem just moving along as before." The elder Edwards recently underwent a liver transplant. The Australian expatriate said they currently have an offer in with Yamaha that would see the racer return to its World Superbike team for 1996.

The Placer County (California) Off-Road Motorcycle Unit, an 11-man volunteer team assigned to the county's search and rescue organization, received a special recognition award from the **California Off-Highway Motor Vehicle Recreation Commission** on October 2. The unit was cited for its major contributions to the search and rescue organization, other search teams around the state, the community and lost victims and their families. "By their dedication, professionalism, and willingness to serve, many lives have been saved," said Commission chairwoman Janette McGarvie. "Day in and day out, they do this on their own time, and at their own expense." In addition, Chris Carter, the owner of Motion Pro in Menlo Park, California, recently received the California Off-Highway Motor Vehicle Recreation Commission's prestigious "Best Volunteer of 1995" award.

How 'bout those digits?

The American Motorcyclist Association has released the 1996 National Motocross and Supercross numbers. Obviously, Jeremy McGrath will carry his familiar number-one plates in the 250cc Supercross and National Championship Series, and Steve Lamson will for the first time in his career wear a number one as he defends his title in the 125cc National Championship Series. But what about the others? What is three-time World Champion Greg Albertyn's first-ever AMA number? Did anyone accept number 13 this year? Who got number 69? Read on...

1 Jeremy McGrath	34 Ezra Lusk	67 Brian Auston
2 Jeff Emig	35 Dag Boyesen	68 Josh Steel
3 Mike Kiedrowski	36 Larry Brooks	69 Carlo Coen
4 Steve Lamson	37 Ty Wallace	70 Joel Dengler
5 Ryan Hughes	38 Kevin Windham	71 Rusty Holland
6 Larry Ward	39 Cory Keeney	72 Grayson Goodman
7 John Dowd	40 Davey Yezek	73 Jeff Willoh
8 Mike LaRocco	41 Jason McCormick	74 Mike Healey
9 Mike Brown	42 Tony Lorusso	75 James Eikel
10 Damon Huffman	43 Craig Decker	76 James Kapitan
11 Kyle Lewis	44 Jean-Sebastien Roy	77 Ray Sommo
12 Mickael Pichon	45 Doug Dubach	78 Kurt McMillen
13 Phil Lawrence	46 Jeff Curry	79 Lance Smail
14 Robbie Reynard	47 Nathan Ramsey	80 Takateru Atsuka
15 Doug Henry	48 Rich Taylor	81 Doug Stone
16 Greg Albertyn	49 Michael Jones	82 Jeff Yentzer
17 Michael Craig	50 Guy Cooper	83 Mike Treadwell
18 Todd DeHoop	51 Brian Manley	84 Billy Schlag
19 James Dobb	52 Shaun Kalos	85 Jeff Hedden
20 Tim Ferry	53 Paul Currie	86 Ty Birdwell
21 Chad Pederson	54 Donny Schmit	87 Carl Vallaincourt
22 Buddy Antunez	55 Bruce Stratton	88 David Gaylord
23 Brian Swink	56 Steve Herman	89 Jim Chester
24 Denny Stephenson	57 Roy Schellenberger	90 Keith Johnson
25 Brian Deegan	58 Casey Johnson	91 Mike Katin
26 Scott Sheak	59 Michael Brandes	92 Marty Burr
27 Cliff Palmer	60 Jeffrey Pestana	93 Rick Ryan
28 Damon Bradshaw	61 Jim Neese	94 Pat Gomm
29 David Pingree	62 Scott Carter	95 William Dzeilak
30 Anthony Amaradio	63 Jason Frenette	96 Matthew Crown
31 Barry Carsten	64 Spud Walters	97 Greg Schnell
32 Kevin Crine	65 Ryan Huffman	98 Scott Myers
33 Jeff Dement	66 Pat Barton	99 James Povolny

While last week we reported that the **AMA National Arenacross Series** is scheduled to kick off on November 3-5 in Albany, New York, we failed to mention that Mike Kidd has posted a **$35,000 point fund**, with $10,000 going to the National Champion. "As the success of the series grows, I will share in the success with the riders by way of increasing the point fund," Kidd said. "Three years ago I paid $5000, now we are up to $35,000. This is a way I can show my gratitude to the riders who will follow and support the series."

At least four new entries will take part in the final two rounds of the 1995 World Superbike Championship Series: **Freddie Spencer**, **Mike Hale**, Australian **Mat Mladin** and **Yves Briguet**. Spencer will ride a Fast By Ferracci Ducati in both the Indonesian (October 15) and Australian (October 29) rounds, while Hale has his first outings on the Promotor Ducati 916. Mladin will join the British Reve Racing Kawasaki team, replacing the injured David Jefferies, while Switzerland's Briguet will ride a Rumi Honda RC45.

The FIM has hired a new secretary in charge of the **FIM Motocross Commission** - Dirk de Neve. The Belgian started on October 1, replacing Danielle Schneider, who will retire at the end of the season after seven years of service. De Neve, 37, worked from 1980 to 1990 for the Belgian Motorcycle Federation in the area of general sports management. He was secretary of the Jury at Motocross Grands Prix and has served as the president of the Motocross Industry Advisory Group since 1994.

dP Safety School has secured a new date for Laguna Seca Raceway in Monterey, California, on Monday, November 20. This will be the final motorcycle school to be run at Laguna Seca in 1995, according to dP. For more information, call 805/772-8301.

The Garage Company has finalized a date for the second annual **Corse Moto-Classica**. The AHRMA race, concours competition and swap meet will be held on April 12-14, 1996 at Willow Springs Raceway in Rosamond, California.

The **Moto Liberty/Keith Code 125cc GP School** has announced that it will now accept riders with their own 125cc GP bikes for $250 a day. The school includes track time as well as classroom instruction. There are schools scheduled for Road Atlanta in Braselton, Georgia, on October 16 and for Moroso Motorsports Park in Moroso, Florida, on December 11. For more information call the California Superbike School at 800/530-3350.

The seven-race **San Jose Marathon Series** is scheduled to begin on November 5 inside the famed San Jose Mile in San Jose, California. The two-man, two-hour races will feature three races per day. No license is required and Expert, Sportsman and Iron Man classes will also be run. Vets and Seniors can race in either the 250cc or Open classes. For more information, call 408/295-6906.

There is now a page on the World Wide Web dedicated to San Diego, California-based motorcyclists. **"San Diego Motorcyclists"** strives to be the most compre-

hensive information superhighway source of information of interest to San Diego enthusiasts, according to host Don Presten. The page can be found at HTTP://www.tfb.com/sdmc/.

Supercross and Motocross National Champion **Jeremy McGrath** recently took part in the Skip Barber Racing School's three-day competition course at Sears Point Raceway in Sonoma, California. McGrath drove the school's two-liter, 130 mph, single-seat, open-wheel Formula Dodge car on the Sears Point road course.

The 20th Annual **Women's Westcoast National Motocross Championships** will be held at Glen Helen Raceway in San Bernadino, California, on October 28. AMA membership is required and classes will be available from Pee-Wees to Pros. For more information, call 714/837-3374.

The **Trailblazer M/C** will get together on October 22 at the Mason Regional Park in Irvine, California. To enhance the picnic, the Trailblazers are asking that members bring their restored motorcycles, which will be judged with prizes awarded. For more information, call Barbara Phillips at 714/557-9221.

Television time: The final round of the **AMA 250cc National MX Championship**, held in Delmont, Pennsylvania, will be shown on Sunday, October 22 at 10:30 a.m. (Pacific time) and 1:30 p.m. (Eastern time) on **ESPN**. The **Argentinian Road Race Grand Prix** will be shown on ESPN on October 28 at 9:30 p.m. (Pacific time) and on October 29 at 12:30 a.m. (Eastern time). The Brazilian GP will be re-aired on ESPN on November 5 on ESPN2 at 7:30 a.m. (Pacific time) and 10:30 a.m. (Eastern time).

A **Texas Doubleheader Half Mile Dirt Track** will be held at Lone Star Speedway in Longview, Texas, on October 14 and at Dallas' Devils Bowl Speedway on October 15. Pro, Amateur and Vintage classes will be run. For more information, call Bob Bagwell at 214/216-5520.

American Honda is set to release its **1996 HRCA Racing Contingency Program**. Once again, the program will include road racing, motocross and off-road events, rewarding original purchasers of new Honda motorcycles at key events across the country. Complete details will be available shortly from your local Honda dealer.

The AMA has announced that **HP4** will return as the title sponsor in the 600cc Supersport class in 1996, marking the fourth year that Honda's brand of high-performance engine lubricants has been involved in the class.

The **Specialty Equipment Market Association** (SEMA) had decided to move forward in forming an SEMA Motorcycle Council. The first meeting will be held on Monday, October 23 from 10:30 a.m. to 12 p.m. at the Las Vegas Convention Center in Las Vegas, Nevada. The purpose of the meeting will be to establish a mission statement and a slate of issues to be addressed by the council, according to SEMA. All manufacturers from the motorcycle industry are invited to attend, as are those SEMA companies who currently manufacture products for motorcycle application. For more information, call Liz Lombardo at 909/396-0289.

The **American Masters Ice Speedway Championships** will take place on October 21 at the San Diego Sports Arena in San Diego, California. No less than five World Champions are expected to compete with three-time and current World Champion **Charlie "The Edge" Venegas** leading the field into the series opener.

American Honda Motor Co., *Cycle News* Inc. and Yoshimura R&D of America have signed on as corporate sponsors of the **FIM World Championship Prize Giving Ceremony** and AMA Pro Racing Awards Banquet scheduled for December 15-16 at Bally's Casino Resort in Las Vegas, Nevada. For more information on the banquets, golf tournament or corporate sponsorship, call Connie Fleming or Angie Myers at 614/891-2425.

Road racer **Michael Martin**, 36, announced on October 5 that he will retire from racing immediately after the WERA Grand National Finals at Road Atlanta in Braselton, Georgia, on October 11-15. Martin will be released from the second year of his current contract with Team Hammer Inc., which operates as Team Suzuki Endurance in long-distance races and as Team Valvoline Suzuki in sprint races. Martin has been with the team since the beginning of 1991, taking over as the endurance squad's lead rider for the 1994 season. Martin has co-ridden in 59 endurance races, winning 47 of them and taking five WERA National Endurance Series Championships. Martin currently holds the lead in the Formula USA Championship with only the Road Atlanta round remaining. "I just want to be a guy who stopped when he was on top," Martin said. "I didn't want to have to quit. I've had some offers to do some things with other teams, but I want to end my career with Valvoline Suzuki, a team that I accomplished a lot with and that I love. You couldn't ask for a better bunch of guys to work with, especially crew chief Keith Perry, who prepared the endurance bikes and also worked on my Formula USA race bikes. I feel like the whole team's been behind me the whole time I rode for them and I feel like they're behind me now when I'm making this difficult decision. It makes it a lot easier on me. As much as I love motorcycle racing, I feel like I just don't have as much fire in my belly, and it's time for me to go."

The **Desert Vipers M/C** has embarked on an ambitious plan to bring back the legendary Barstow-to-Vegas off-road motorcycle race. Through an agreement with Cooper & Cooper professional planners, the Desert Vipers intend to develop a 20-year "use plan" with the BLM to regain access to key corridors in the Mojave Desert that are essential for competitive point-to-point events like the Barstow-to-Vegas Hare & Hound.

According to sources in Australia, New Zealander **Aaron Slight** is close to signing a deal that would see him compete in the 1996 World Superbike Championship on a Yamaha. Apparently, Slight feels somewhat slighted by a low offer from Castrol Honda. "After two years with Honda, I feel we've made considerable progress to developing a competitive package and it would be a shame to leave just as we're on the verge of acheiving the success I think the team deserves," Slight said. "However, I am a professional racer and I have to look at every offer and consider each one carefully. I can't say more than that."

Multi-time Women's National MX Champion **Mercedes Gonzalez** turned in a silver medal performance at the 1995 Grundig World Downhill Mountian Bike Championships, held September 23 in Kirchzarten, Germany. Gonzalez, who made the switch to professional mountain bike racing in late '94, competed for the Spanish National Team because she is not a United States citizen.

The **Fourth Annual 100cc Four-Stroke TT National** will be held October 29 at the famous Lodi Cycle Bowl in Lodi, California. Six 100cc classes will be featured, as well as a Vintage Open Twin support class. A warmup night race will be held October 28. For more information about either event, call 408/531-0353 or 209/522-7248.

According to Yamaha Motocross Team Manager **Keith McCarty**, **John Dowd** will return as a member of the Yamaha factory team in 1996. "John did a real good job for us last year," said McCarty. "He's a real workhorse kind of guy, and he does everything to give us his best." Though McCarty would not confirm the rumor, it has been said that Dowd may contest one of the 125cc Regional Supercross Series, as he is still eligible for the class. "There are a lot of options," said McCarty. "We haven't made any decisions yet." **Kevin Windham** will also definitely return in '96, as he will be in the second year of his two-year contract with the factory. Windham will again contest the Eastern Regional 125cc Supercross and 125cc National Series. As for **Damon Bradshaw** and **Jeff Emig**, McCarty hopes to sign both riders some time soon, but has no official commitments from either rider as of yet.

And speaking of **Jeff Emig**, rumors have the 1992 125cc National Champion being wooed by **Team Kawasaki**. Emig has reportedly received a tempting offer from the Kawasaki factory, but must wait for the Yamaha camp to either waive or exercise their first right of refusal. Should Emig stay with Yamaha, he will be forced to wear the team's Fox Racing clothing, and pass up on an over-$100,000 contract with Thor Racing. Because Kawasaki has no team clothing sponsor, Emig would be able to sign with Thor if he goes green in '96.

San Bernardino, California's **Glen Helen Raceway Park** will host the **Inaugural Southern California State AMA Amateur MX Championship** on October 28-29. The AMA-sanctioned event is the first of its kind, and all first-place finishers will be awarded two VIP passes to the May 12, 1996, AMA 125/250cc MX National at the facility. For more information, call 909/880-3090.

Recently crowned British National Trials Champion **Steve Colley** will remain with the factory Gas Gas team in 1996. **Doug Lampkin** has yet to decide who he will ride for next season - Gas Gas or Beta, and 1991 World Champion **Tommi Ahvala** has yet to sign a contract for '96.

If you enjoy the photos of the Flat River Grand Prix in this issue, you may want to send a note of appreciation to photographer **Pat Hanes**. Hanes shot the race all weekend, but suffered a major heart attack Sunday night. According to brother Frank, one of Pat's main concerns in the hospital was that *Cycle News* receive its photos. To wish Hanes well in his recovery, send a card or letter to 509 St. Louis St., DeSoto, MO 63020.

San Diego Antique Motorcycle Club Show Director **Bob Bishop** told *Cycle News* that he is anticipating some 15,000 spectators and over 700 entries at the 24th annual **Del Mar Concours D'Elegance International Antique, Classic and Custom Motorcycle Show & Parts Exchange**, which will be on the infield at the Del Mar Fairgrounds in Del Mar, California, on Saturday, October 14. "This show will have the cream of the cream," Bishop said. "It is the Pebble Beach of motorcycling." This year's theme is "A Salute to the American Motorcycle," and in addition to the show, spectators will have the opportunity to witness such novelties as a trials exhibition by the San Diego Trials Riders Association, Bob Corell's "kitecycle" and jet motorcycle, and demonstrations by the Victor McLaughlin Drill Team and the Vans Bicycle Stunt Team among other attractions. There will also be a roundup of the legends, featuring several famous racers from the past, including one third of all the Daytona 200 winners in history. Judging begins promptly at 9:30 a.m. Admission will be $10.

California Governor **Pete Wilson** has signed legislation that will restore $2.7 million to the state's **Off-Highway Vehicle Trust Fund**, more commonly known as the Green Sticker fund, according to the AMA. Earlier this year, California officials had stripped the Green Sticker fund of $2,775,000 earmarked for recreational operations on federal lands in the state. The budget raid would have caused many Off-Highway Vehicle (OHV) projects to be delayed or eliminated. Restoration of the funds will enable California Off-Highway Motor Vehicle Recreation Division officials to proceed with cooperative agreements with the Bureau of Land Management and the U.S. Forest Service, the two federal agencies that manage the majority of California's OHV areas.

OPEN HOUSE: At Farrow's Harley-Davidson in Columbus, Ohio, on October 14. Motorcycle designer Erik Buell is scheduled to appear. For more information, call 614/228-6353.

CHANGED: The site of the SRA Grand Prix from Sunrise Cycle Park to Carlsbad Raceway in Carlsbad, California. The race will be held on October 22. For more information, call 714/957-2985.

APPOINTED: Ed Tobin, Mike McClendon and Scott Maas, to the Bureau of Land Management's Resource Advisory Councils for the three central and Northern California Resource Districts. Tobin will serve the Bakersfield RAC; McClendon has been appointed to the Ukiah RAC; and Maas heads for the Susanville RAC.

CORRECTION: We misquoted a press release issued to us by the AMA in our October 11 issue. Tom Mueller, Pro Racing's Executive Director, said: "We are constantly *monitoring* our racing properties..." And not, as we printed, "We are constantly *changing* our racing properties..."

CORRECTION: The phone number we printed in last week's issue for Moto Man Distributing was incorrect, it should have read 909/391-3278. The company is the new Western States distributor of Union 76 Racing Fuels.

ACQUIRED: Hang Time Yamaha in Lebec, California, by two-time Endurance Champion Peter Carroll. The former Team Suzuki Endurance rider can be reached at 805/248-BIKE. CN

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VOICES
Letters to the editor

Coombs kudos

I just finished the Motocross des Nations article by Davey Coombs (Issue #38, September 27). That's a great piece of reporting - the quotes from the riders were numerous and the excitement of the event really flowed through the piece. I also appreciated the extra length that was given to this article, since the story was too good to condense. Good work, Davey.

I also enjoyed Scott Rousseau's Eldora Half Mile article, and I'm looking forward to reading his interview with the AMA dirt track rep tonight.

We owe a hearty congratulations to all the members of the U.S. Motocross des Nations team, their mechanics, support personnel and our team manager. Their performance was great. If the scoring counted all six motos, we would be the clear winners.

Steve Tippett
Columbus, OH

Not so crusty

I want to comment on the video, *Crusty Demons of Dirt*. Donn Maeda's review was right on the money. This tape is the *On Any Sunday* of the '90s. This is a must tape for any dirt bike fanatics.

As Donn stated, there are a few scenes that need to be overlooked. But the overall content of some awesome riding more than overshadows the offensive scenes. And no, there are no masturbation scenes as stated in the Voices section by Dutch Nicols - unless you play the tape upside down and in reverse. And the Pros are not the ones in the raunchy and sleazy interludes.

As my nine-year-old and his buddy said after watching this tape: *Those guys are crazy*. They are no more likely to go out and get drunk and crash their bikes than they would try a fifth-gear sand-dune death launch. Teach your children right from wrong, and they will know what is best to survive in life.

John Meyer
Phoenix, AZ

Cheers to Parker

My friend and I attended the Knoxville Half Mile to hopefully see in person Scott Parker and Bill Werner clinch a record-setting sixth Grand National Championship. And it happened. Unfortunately, it seemed only a small group of people knew what had happened. It's a shame when the AMA misses a golden opportunity to capitalize on a situation like this at an awesome facility like Knoxville.

It is a perfect example why dirt track riders and teams don't get the recognition they deserve. Congratulations to Scott and Bill on a great season and a record championship.

Don Schopieray
Flint, MI

Sacto good

I would like to take the time to thank the racers and promoters for the Sacramento Cal-Expo Mile. I have been to many Class C flat track races over the years, from the time I was a very young boy. But the races at the Cal-Expo Fairgrounds on Saturday night were great. From the heat races to the main events. The 883 class was so close at the finish line you could have thrown a blanket over five riders. And the 750cc class - from heat races to semis to main, was great.

Most of all, the event became special when I took my son into the pits and Scott Parker gave him his celebration champagne bottle - which he had signed by Steve Morehead, Kevin Atherton, Ronnie Jones, Jimmy Filice, Chris Carr, Mike Inderbitzen, Larry Pegram and many more. It was a great show with great people. We sure got our money's worth.

Mickey Lane
Vallejo, CA

Ryno rules

Ryan Hughes deserves recognition for his valiant efforts in chasing the 125cc National MX Championship on a *semi-factory* bike, and for his incredible second-place finish on a 500cc bike in the Motocross des Nations.

Ryan represents the sport of motocross very well and he gets my vote for *Cycle News* Rider of the Month. Great job, Ryno. Your presence is known.

William Crawford
Ledyard, CT

MX fanatic

I've been fortunate enough to have had the chance to see about 10 National Motocross/Supercross events this past year, and have a few comments/questions. I thought the fans that Team Yamaha passed out at the races were a great marketing idea. I was greatly impressed by how the semi-factory teams did, such as Honda of Troy, Team Noleen Sizzler, and Pro Circuit Split Fire.

The 125cc National Series was one of the best I've ever seen; the last race at Delmont was great. It is unfortunate that both Steve Lamson and Ryan Hughes could not win the championship, as both have had their share of injuries and bad luck the past two years.

I thought the ESPN coverage was great this year, and I appreciated the full page ads in *Cycle News*. It helped me to keep track of the event schedule.

I had a question about who the riders negotiate with when it's contract time. Do they negotiate with the team manager, such as Roy Turner or Roger DeCoster, or is it more with a corporate financial person? It was also good to see Damon Bradshaw back. He may not have won a race yet, but I think he brought back some excitement to the races.

Thanks again to *Cycle News*. I'm looking forward to more great race coverage.

Laura Kimball
Dublin, OH

At least initially, all negotiations are done through the respective team managers as they are the first line of communication for the riders. From there, the team managers are likely to seek the aid of senior management...Editor.

The Web

The *Cycle News* World Wide Web page is great. I have been a long-time subscriber to *Cycle News*, but the week-or-so delay was sometimes a little long to wait for results. Now I can get fast results and then wait a week or so to get the magazine in the mail and get all the details.

Good job and keep it up.

Don Platek
Ostrander, OH

The Cycle News Homepage on the World Wide Web can be found at http://www.cyclenews.com...Editor.

Letters to the editor should be sent to Voices, Cycle News, P.O. Box 498, Long Beach, CA 90806-0498, faxed to 310/427-6685 or e-mail, editor@cyclenews.com. Published letters do not necessarily reflect the position of Cycle News, Inc. Letters should not exceed 200 words and all letters are subject to editing. Anonymous letters will not be considered for publication. All letters should contain the writer's name, address and daytime phone number ... Editor.

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ON THE FRONT COVER

Ty Davis won his first-ever National Enduro Championship. Photo by Kinney Jones. Hans Nielsen won the Speedway World Championship in England. Photo by John Hipkiss. Alex Criville ended the 500cc Grand Prix season with a win in Spain. Photo by Gold & Goose.

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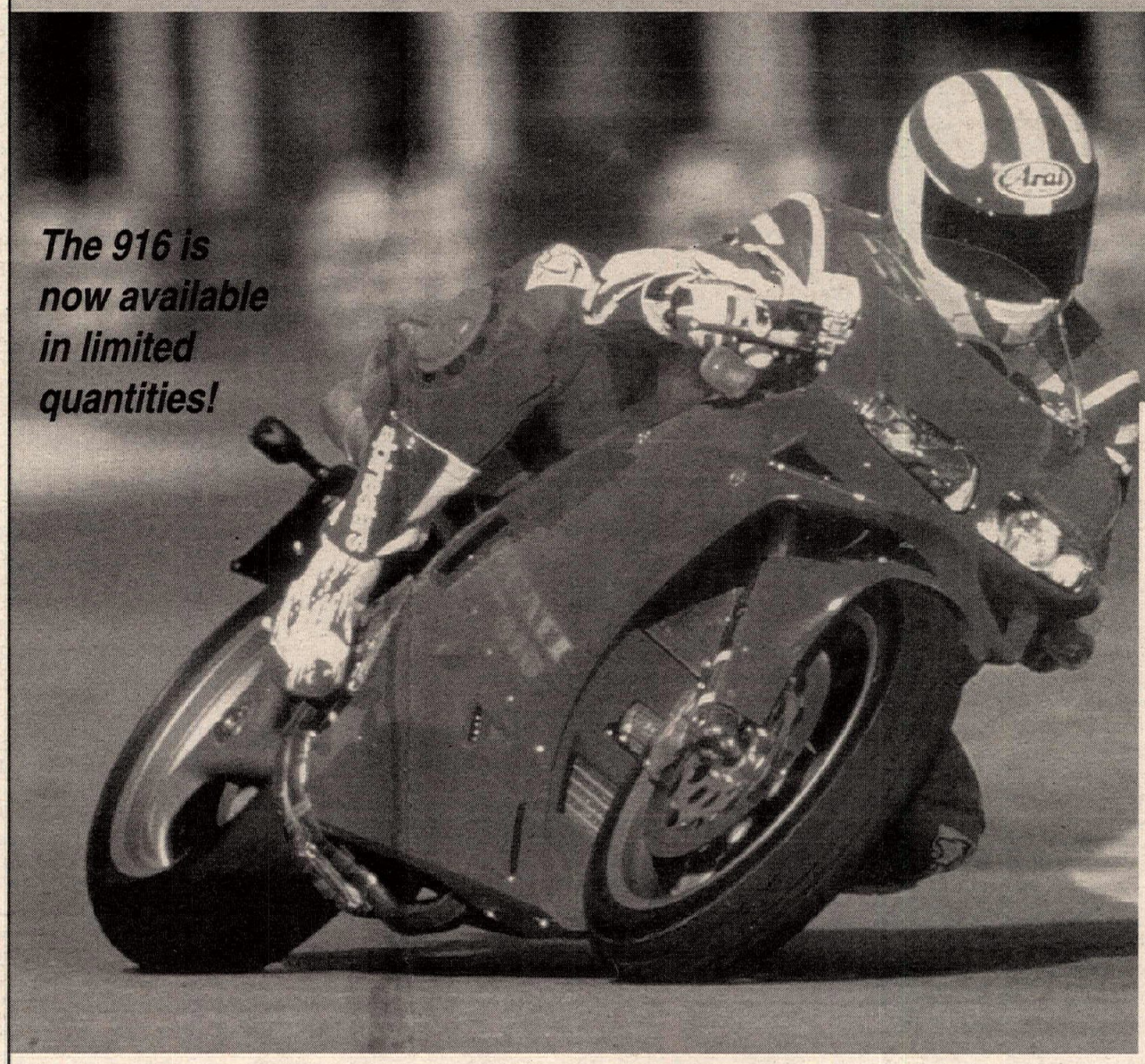

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- 1994 World Superbike Champion
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- 1995 AMA U.S. Superbike Series - Laguna Seca

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Final round: Catalonian Grand Prix

Surprise, surprise

By Michael Scott
Photos by Gold & Goose

BARCELONA, SPAIN, OCT. 8

The 1995 Grand Prix season came to an unexpected sort of climax at Catalunya, after a day of some of the best racing seen all year.

The track had been altered without most teams realizing it until they got there. The surface changed behavior and confounded tire choice almost by the hour. And the promoters even tried to change the name, to the GP of Catalunya - a perfectly good idea, but done unannounced so that nobody took much notice.

But the 500cc GP sprung the final surprise. It was won by the wrong Repsol Honda, after having been fought out by three Honda riders from the back end of the team listings, with two of them having hardly been near the rostrum all year.

The winner was hometown hero Alex Criville scoring, his second GP victory (the first at Assen in 1992, after the top riders crashed). Second was Shinichi Itoh on another Repsol Honda, after a desperate last-lap overtaking bid failed. Third was class rookie Loris Capirossi on the Marlboro Pileri Honda, in his first rostrum finish of the year. Capirossi also won the Rookie of the Year title in the class.

New double champion Michael Doohan was fourth, his first non-rostrum finish of the year, after handling problems in the early stages. But he had caught and passed early leader Daryl Beattie in the last laps, leaving the Lucky Strike Suzuki rider desperately disappointed after he thought he had the place wrapped up in spite of handling problems all weekend.

But the most disappointed rider of all was Carles Checa, in only his fifth 500cc GP. Riding the injured Alberto Puig's Fortuna Honda, he first took the lead off Beattie, then fought of a challenge from Criville, only to lose it all when he crashed at the tricky downhill hairpin.

The race was watched by 50,000 fans at the modern Montmelo Circuit on the outskirts of Barcelona, in warm, sunny conditions.

With the championships already decided in all three solo classes, the races in the other two went to the new title holders.

Max Biaggi ran away with his eighth 250cc win of the season on the Chesterfield Aprilia, leaving the excitement for a relentless battle for second, between Marlboro Rainey Yamaha's Tetsuya Harada and HB Honda's Ralf Waldmann. The pair were glued together all race long, with Harada finally winning the tactical battle on the last bend, and claiming second place in the championship from the German in the process.

Blumex-Rheos Honda's Harachuki Aoki won the 125cc race rather differently. Part of a fierce four-bike dice that saw the lead change hands twice on the last lap alone, he showed superb judgment to lead Emilio Alzamora, Tomomi Manako and Kazuto Sakata across the line. With Sakata second in the title points, Alzamora's finish secured him third by two points over Akira Saito, who was seventh in today's race.

Eustaquio Gavira won a thrilling Thunderbike race, with his brother Idalio second. Pere Riba was third, Manuel Lucque fourth and Yves Briguet fifth, all on Hondas and all in a tight pack across the line. Fred Bayens was sixth on the DC Racing Honda after pulling through from a bad start, Stephane Mertens was eighth and Wilco Zeelenberg retired the second DC Honda with electrical problems.

Only one title was left to be decided - an all-British battle for sidecar honors. It was won by Darren Dixon and Andy Hetherington, after Steve Abbott and Julian Tailford retired after seizing early in the race. Dixon was a close second after a good battle with Rolf Biland, enough to secure the crown.

500cc GRAND PRIX

Beattie took a flyer and ran away, while Capirossi, Alex Barros and Doohan pursued. But things were far from normal for Doohan, who started dropping away at once. Pit-lane observers wondered if he had a problem with his suspected secret traction-control, but he explained it differently: "I guess we were caught out by the full fuel load. The forks were bottoming for the first laps and I couldn't get the thing turned. I was chasing the front end everywhere."

Accordingly, he dropped away while Beattie made hay and the pursuit sorted itself out.

This took the form of Checa, riding with total commitment and inspiration so that in the course of the second lap he overtook Doohan into the chicane, Barros when he ran wide on the hairpin, and Capirossi under braking for the last left-hander. And then he got his head down and started chasing Beattie.

The Australian resisted as best he could, but he was battling his familiar understeer problems and did well to stay ahead until the start of lap five. At that point Checa used Honda power to move alongside on the straight, and better steering to dive into the chicane first. And he immediately started to open a gap, setting fastest lap on lap six, a new record at the revised track.

Experienced race-watchers were expecting an accident momentarily, but Checa confounded predictions as he started to open a small gap of one-and-a-half seconds. Meanwhile, Criville was coming through fast, exceeding his prac-

(Above) Alex Criville (6), Loris Capirossi (65) and Shinichi Itoh (7) had a fierce battle at the front of the Catalonian 500cc Grand Prix; in the end it was Criville taking the win. (Right) Scott Russell tries to hold off the 400cc V-twin Aprilia ridden by Loris Reggiani.

tice form because he had switched to his preferred bike, the trouble it had given him early now fixed. He passed Barros at the chicane on lap six, and closed rapidly on Beattie to make the same move on lap nine.

By half-distance he was on Checa's heels, Beattie poised behind him, and Capirossi closing, after also getting back past Barros. At the same time, Itoh was soon past the fading Brazilian, with Luca Cadalora coming up on his tail after recovering from a poor start. The pressure was on; and now surely Checa would crack. For the past six laps he'd been sliding all over the place, his tires well past their best already.

But *no*. Instead he kicked again, opening the gap to over a second once more at the end of lap 17. And then he fulfilled the prophecies. As he opened the throttle on the downhill left hairpin the bike slid and threw him out of the saddle. Running alongside he came close to recovering it before tumbling in a heap in the gravel trap. His day of glory was over.

Even without him it was one of the closest races of the year. But the pattern was beginning to shift. Beattie was slipping back, and then suddenly Cadalora was gone, touring into the pits in agony. "I had a slide and I hit my rib on the tank of the bike. It was bad before that, but now I think I displaced the bone," he said.

So it was left to the three Hondas to battle it out, Criville hanging desperately on to the lead he'd inherited, Capirossi on his tail though sliding wildly, Itoh breathing down his neck.

Itoh made his move at the chicane, diving inside Capirossi with two laps to go. Then he lined up on Criville. The attack came on the last lap, at the last left-hand corner. The Japanese rider left his braking ultra-late and dived inside, to the dismay of the crowd at the amphitheater. He was through and ahead - but, as he explained later, he had mis-shifted and locked the rear, and as he slid wide on the exit Criville dived back underneath. Capirossi also ran wide behind Itoh, so his chance of profiting was lost.

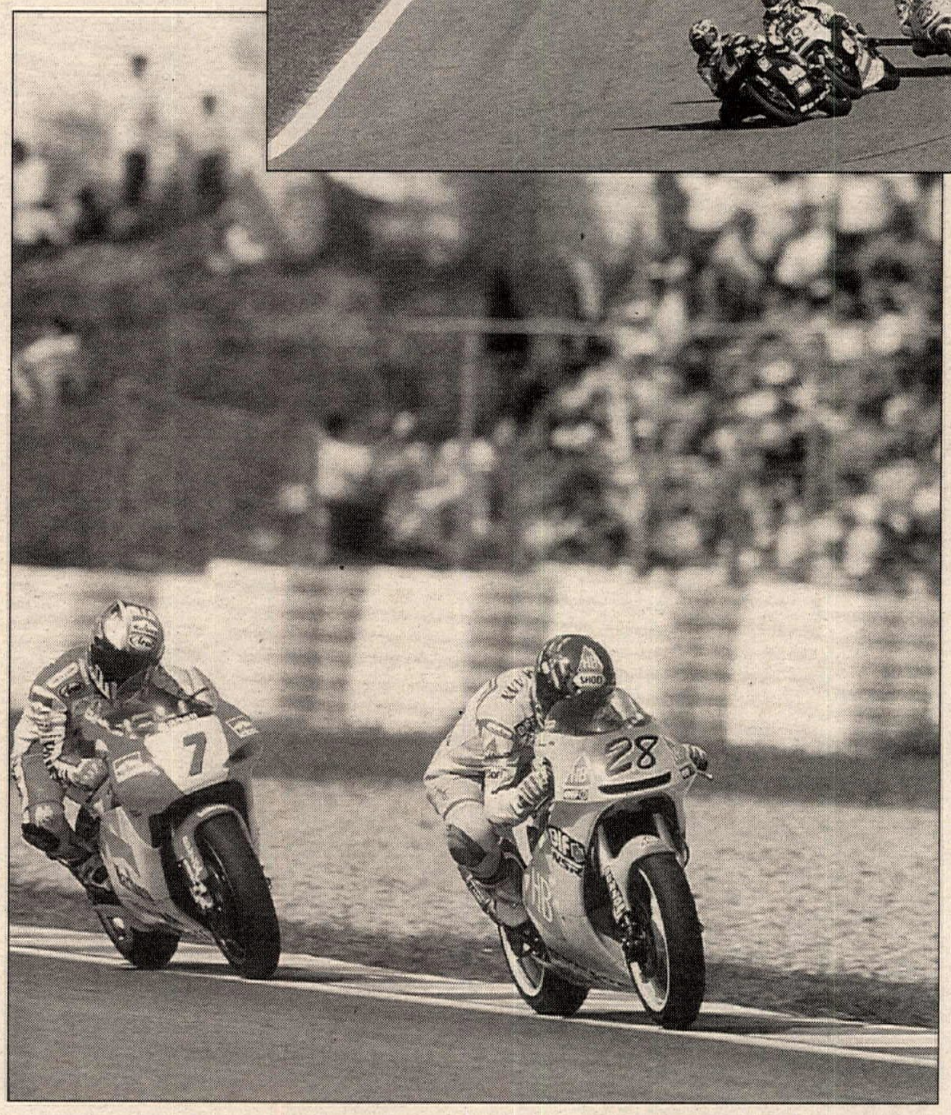
"It's a great feeling to win at home," Criville said. "Once I got in front I just concentrated on getting the bike home, and nothing else. When I was behind Checa I didn't think he would be consistent, but once he started pulling away I knew I had to chase him. I had a chance to win that I couldn't afford to miss."

It had been his best ride ever, without doubt, especially since he'd chosen a soft tire, and had also been battling slides for almost full distance.

Capirossi was thrilled with his first-ever 500cc-class rostrum. "I was so close on several occasions. Now I've finally made it. At the end I decided not to push too hard, rather than risk losing what I had."

Behind this trio there was more excitement. Beattie had been hoping for a steady finish, even though his handling was deteriorating. He reckoned without Doohan, whose bike was now handling better without the fuel load. At worst he'd been down to eighth, two-and-a-half seconds adrift of Cadalora and still fading. He'd passed Barros at the same time as Checa fell, and Cadalora's departure promoted him to fifth. With six laps left he was more than three seconds adrift of Beattie. Nothing to a man like Doohan once the bike starts working right. He carved away at the gap, was on his tail on lap 22 and ahead of him two laps later and still charging. "The race was too short," he said later.

(Right) Max Biaggi (1) leads the way at the start of the 250cc Grand Prix. (Below) Ralf Waldmann (28) and Tetsuya Harada (7) had the battle of the day in the 250cc GP; in the end, Harada got the nod - but it was for second place as Biaggi won easily.



Beattie was bitterly disappointed, saying later: "I knew the bike wasn't right, but after the start I thought I might get a better result."

Barros was a lonely sixth. Behind him came Loris Reggiani, who had shadowed an off-color Scott Russell for the whole race, and nipped past under brakes on the last lap.

Neil Hodgson was ninth; James Haydon was 10th, and top privateer. He pulled a celebratory wheelie across the line, only for the bike to run out of petrol and seize, throwing him off without injury and somersaulting to total destruction. What a way to finish.

Bernard Garcia was 11th, Laurent Naveau just half-a-tenth behind him. The two had been back and forth for much of an exciting race. Sean Emmett was a lone 13th; Marc Garcia and Lucio Pedercini battled over the last points, finishing in that order and separated by just three tenths.

There were 21 finishers: not among them Norifumi Abe, who crashed after losing the front wheel after five laps. By then Adrien Bosshard and Juan Borja had already crashed out.

The first six championship positions remained unchanged: Doohan 248, Beattie 215, Cadalora 176, Criville 166, Itoh 127 and Capirossi 108. Barros moved past the injured Puig for seventh, 104 points to 99; then came Abe on 81, with Reggiani 10th on 59.

250cc GRAND PRIX

Biaggi made it look easy. He led from start to finish, making ground hand over fist until he was almost 10 seconds ahead by half-distance, and far enough ahead to spend the last lap showing off and still finish more than 10 seconds clear. It was a demonstration of impressive strength - but it nearly came to nothing on the first lap when he ran onto the dirt before the final corner, lucky not to crash.

"I took a lot of risks to make the break. I had a few little problems, but nothing was going to stop me winning. I finished every race this year, and I've won here three years running. I've loved this year."

The excitement came in the battle for second, which started to take shape almost immediately, after fast starter Oliver Jacque dropped out of the way. It involved just two riders, Waldmann and Harada, and was breathtaking, not because they changed places a lot, but because of its intensity. Harada was in front for a couple of laps at first and again later on, but Waldmann did the lion's share of the leading. Harada's tactics were just to keep the pressure on, and he did so without pity. He showed Waldmann his front wheel over and over again, moved alongside frequently, and feinted first to one side then the other. He did get ahead now and then, but didn't seem able to make it stick. Or was he just playing games, knowing that his bike didn't have the top speed to leave the Honda?

A bit of both, as he explained. "I tried to make a break five laps from the end, but that plan didn't work, so I decided to leave it for the last moment so he wouldn't have a chance to pass me back." He made his move on the very last bend, moving firmly inside to lead the German over the line - only a hundred yards away - by less than a tenth.

Waldmann was philosophical. There was nothing much he could have done to stop it. "I'd chosen a soft tire to be quicker early in the race. From lap 10 onwards I had big slides. I knew Harada was faster than me on that corner. Maybe I should have slowed down and tried to block him - but as everybody knows he is a very clever guy." The result resolved second in the championship in Harada's favor.

It was an all-action race behind. Jacque was losing ground, having chosen too soft a rear tire. This left Luis d'Antin in fourth with Jean-Michel Bayle in pursuit, only to crash again on the sixth lap, landing heavily to wind himself, though he was not badly hurt.

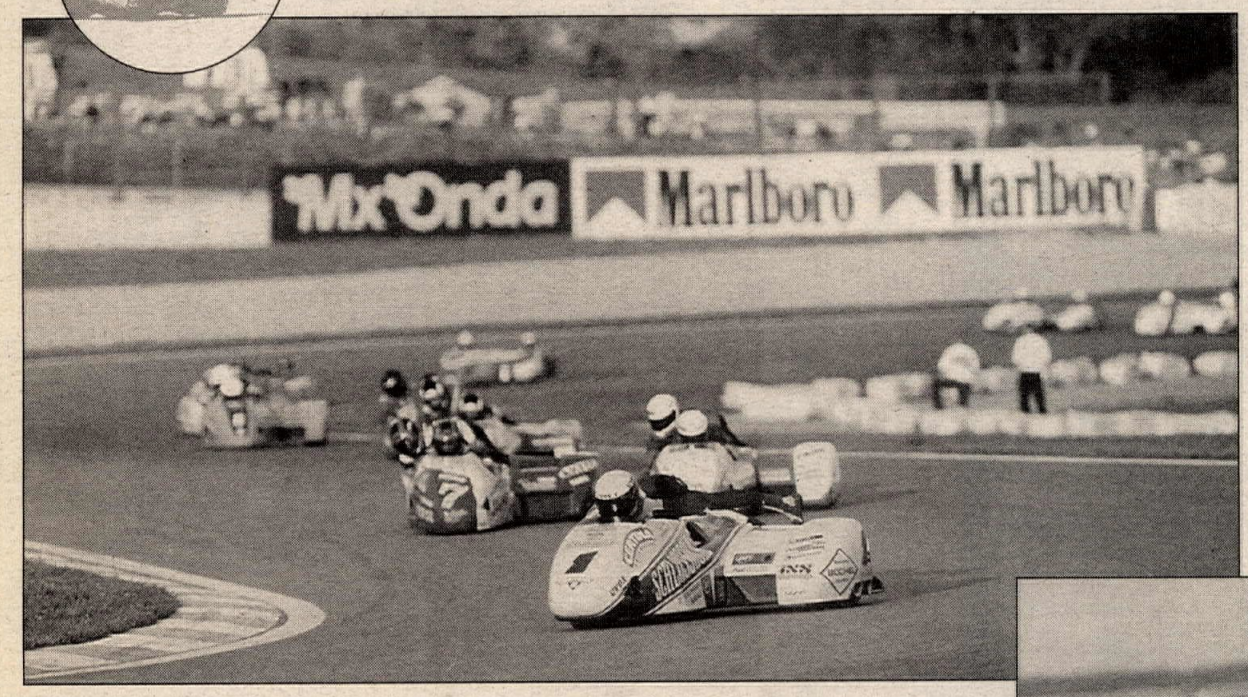
Now Kenny Roberts Jr. was coming up to put the pressure on the Spaniard, once he'd passed Jacque, bringing Aoki up in his wake. They finished in that order, though Roberts had been ahead briefly, with less than a second covering fourth to sixth.

Tadayuki Okada was another four seconds adrift in seventh, off-color but fast enough to hold off the fast-rising Jurgen Fuchs, finishing his first season strongly. Jacque was another three seconds behind, good enough to win him Rookie of the Year honors.

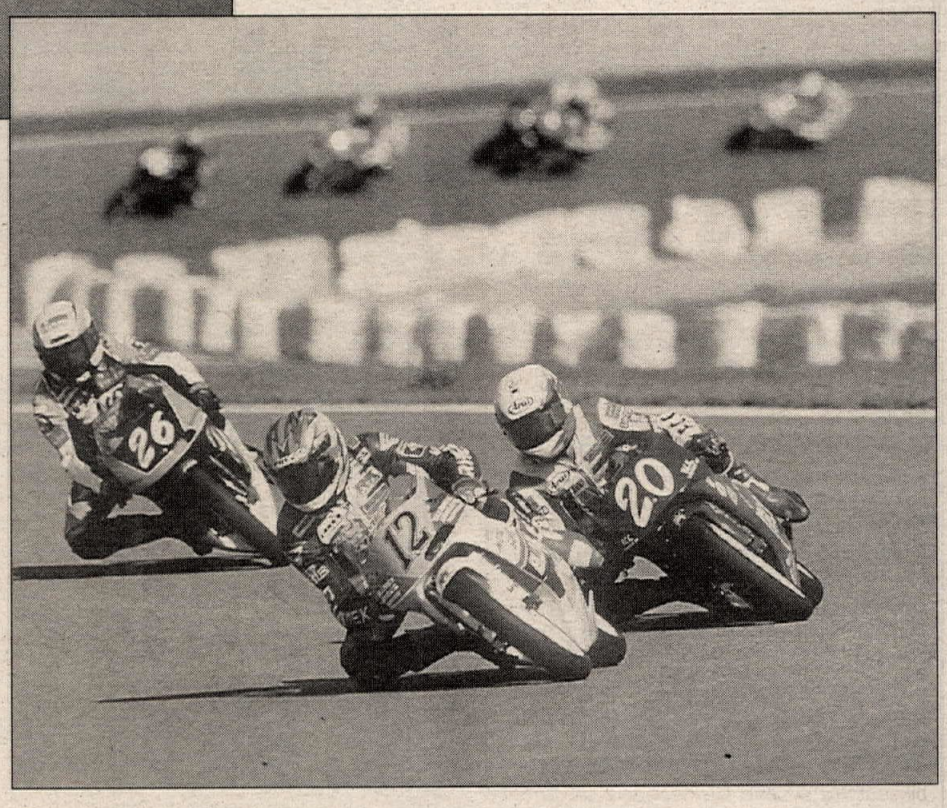
Roberto Locatelli was 10th, with Eskil Suter just beating Jose-Luis Cardoso and an off-form J.P. Ruggia for 11th. Jurgen van den Goorbergh had been well-placed in the group, but had dropped back at the finish, saving 14th for himself after running into an unexpected problem. "We found a really good tire on race morning, and it was brilliant - but it meant we ran into problems with the front tire, and I had some really bad slides. I had to let the group go."

Takeshi Tsujimura took the last point. Patrick van den Goorbergh was just one place away, but an unbridgeable 12 seconds behind after failing to solve his practice problems.

Final round: Catalonian Grand Prix



The sidecars make the run through the esses at the Montemelo Circuit. Rolf Biland (1) won the race, but Darren Dixon (7) took home the title. (Below) Haruchika Aoki (12) battled with Tomoko Manako (20) and Emilio Alzamora (26) in the 125cc GP; Aoki took the win.



Retirements started early when Xaus and Lavilla and Kassner crashed on the first lap. Xaus's works Honda had been given to fellow Spaniard Sete Gibernau for this race; he also crashed shortly afterwards - it is the same bike Checa fell off with such frequency earlier in the season. Stadler and Laconi also crashed; Mackenzie retired with ignition problems.

Biaggi extended is already impregnable lead to 283 points ahead of Harada on 220 and Waldmann on 203. Then came Okada on 136, Ruggia on 115 and Aoki on 105.

125cc GRAND PRIX

Aoki didn't need to win, but why not, after all. It was perfect proof of how much he deserved the title in a year that has seen him in dominant form from start to finish.

Dirk Raudies had made the early running, but ruined his rear tire in the process. He stayed with the leading group, but was responsible for splitting it up just after half distance, with Aoki leading Manako, and Alzamora and Sakata delayed behind the German.

There were only five laps left when Sakata got ahead of his rivals, and the gap was more than two seconds, but with Alzamora tucked in behind the Japanese Aprilia rider closed right up so that the last lap began with four bikes almost touching.

Into the chicane they swept. Sakata left his braking late as could be to sweep into the lead; but Alzamora had other plans, releasing his own brakes to run back ahead as they approached the corner. And now Aoki showed his class, diving inside both of them to lead through the right-left and for the rest of the lap. Alzamora was second, Manako third and Sakata fourth in a typical close finish.

Raudies was fifth, almost 10 seconds away, then came the next batch, led across the line by Katoh's Yamaha from Saito and Tokudome. Ueda and new Briton Dennis Barton had been with this group, but collided. Ueda fell, Barton survived to take ninth.

Thus Sakata saved second overall, 140 points to Aoki's 124 and Alzamora's 129. Saito dropped to fourth on 127. CN

Montemelo Circuit
Barcelona, Spain
Results: October 8, 1995

125cc QUALIFYING: 1. Haruchika Aoki (1:54.272); 2. Noboru Ueda (1:54.418); 3. Dirk Raudies (1:54.534); 4. Kazuto Sakata (1:54.623); 5. Akira Saito (1:54.784); 6. Emilio Alzamora (1:54.873); 7. Tomomi Manako (1:54.973); 8. Dennis Barton (1:55.044); 9. Takehiro Yamamoto (1:55.057); 10. Yoshiako Katoh (1:55.061); 11. Peter Oettl (1:55.088); 12. Manfred Geissler (1:55.220); 13. Masaki Tokudome (1:55.225); 14. Stefano Perugini (1:55.784); 15. Herri Torrontegui (1:55.797); 16. Ken Miyasaka (1:55.928); 17. Hideyuki Nakajoh (1:55.940); 18. Gianluigi Scalvini (1:56.031); 19. Andrea Ballerini (1:56.271); 20. Jorge Martinez (1:56.292); 21. Oliver Koch (1:56.305); 22. J. de Gea (1:56.414); 23. M. d'Agnano (1:56.428); 24. Yoshiyuki Sugai (1:56.592); 25. Luigi Ancona (1:57.000); 26. Tomoko Igata (1:57.022); 27. Hiroyuki Kikuchi (1:57.040); 28. Stefan Prein (1:57.256); 29. Gabriele Debbia (1:57.276); 30. D. Garcia (1:58.966); 31. J. Maturana (1:59.182); 32. A. Folger (1:59.926); 33. Luis Alvaro (2:00.278); 34. J. Sarda (2:03.483).

250cc QUALIFYING: 1. Tetsuya Harada (1:48.286); 2. Max Biaggi (1:48.419); 3. Ralf Waldmann (1:49.142); 4. Oliver Jacque (1:49.500); 5. Jean-Michel Bayle (1:49.501); 6. Luis d'Antin (1:49.516); 7. Kenny Roberts Jr. (1:49.502); 8. J. van den Goorbergh (1:49.597); 9. Renzo Locatelli (1:49.724); 10. Jurgen Fuchs (1:49.757); 11. Nobuatsu Aoki (1:50.192); 12. J.P. Ruggia (1:50.209); 13. Tadayuki Okada (1:50.416); 14. Eskil Suter (1:50.451); 15. Takeshi Tsujimura (1:50.649); 16. Luis Maurel (1:50.821); 17. P.van den Goorbergh (1:50.951); 18. Alessandro Gramigni (1:51.381); 19. Jose Cardoso (1:51.477); 20. Niall Mackenzie (1:51.560); 21. Miguel Castilla (1:51.588); 22. Sete Gibernau (1:51.599); 23. Bernd Kassner (1:51.656); 24. Giovanni Lavilla (1:51.699); 25. Adi Stadler (1:51.734); 26. Regis Laconi (1:51.784); 27. Davide Bulega (1:51.839); 28. Oliver Petrucciani (1:52.062); 29. J. Marsella (1:52.626); 30. Jose Barresi (1:53.155); 31. R. Xaux (1:53.401); 32. F. Padro (1:53.826); 33. R. Loscos (1:54.662); 34. J. Diaz Pan (1:55.314).

500cc QUALIFYING: 1. Luca Cadalora (1:46.335); 2. Michael Doohan (1:46.81); 3. Carles Checa (1:46.812); 4. Loris Capirossi (1:47.351); 5. Daryl Beattie (1:47.412); 6. Shinichi Itoh (1:47.422); 7. Alex Criville (1:47.771); 8. Norifumi Abe (1:47.787); 9. Alex Barros (1:47.896); 10. Scott Russell (1:48.076); 11. Neil Hodgson (1:48.187); 12. Loris Reggiani (1:48.404); 13. Juan Borja (1:48.906); 14. Sean Emmett (1:49.592); 15. Laurent Naveau (1:49.708); 16. Jeremy McWilliams (1:49.860); 17. James Haydon (1:49.993); 18. Jose Kuhn (1:50.173); 19. Lucio Pedercini (1:50.261); 20. Frederic Prota (1:50.438); 21. Bernard Garcia (1:50.473); 22. Marc Garcia (1:50.493); 23. Adrien Bosshard (1:50.516); 24. Bernard Haenggeli (1:50.690); 25. Enrique de Juan (1:50.980); 26. Christiano Migliorati (1:51.168); 27. L. Pullan (1:51.374); 28. Jean Jeandat (1:51.857); 29. Eugene McManus (1:52.770); 30. Marco Papa (1:54.230); 31. Scott Gray (1:57.251).

125cc GRAND PRIX: 1. Haruchika Aoki (Hon); 2. Emilio Alzamora (Hon); 3. Tomoko Manako (Hon); 4. Kazuto Sakata (Apr); 5. Dirk Raudies (Hon); 6. Yoshiako Katoh (Yam); 7. Akira Saito (Hon); 8. Masaki Tokudome (Apr); 9. Dennis Barton (Yam); 10. Stefano Perugini (Apr); 11. Oliver Koch (Apr); 12. Hideyuki Nakajoh (Hon); 13. Luigi Ancona (Hon); 14. A. Ballerini (Apr); 15. Stefan Prein (Hon); 16. J. de Gea (Hon); 17. Gabriele Debbia (Yam); 18. A. Folger (Apr); 19. J. Maturana (Yam); 20. H. Kikuchi (Hon); 21. D. Garcia (Hon); 22. K. Miyasaka (Hon); 23. Noboru Ueda (Hon); 24. Y. Sugai (Hon); 25. Jorge Martinez (Yam); 26. Herri Torrontegui (Hon); 27. T. Yamamoto (Hon); 28. Manfred Geissler (Apr); 29. Peter Oettl (Apr); 30. Luis Alvaro (Hon).

Cadalora's third pole

Friday morning was damp, but conditions improved, only for riders to discover that the track had changed subtly not only from the last time they ran here, but also from session to session. This considerably complicated tire choice, and everything else.

There were other reasons for the line up at the front being slightly different from usual, the Spanish factor playing a huge part. Even so, nobody expected that Carles Checa would be leading the field, in only his fifth 500cc-class GP after taking over from the injured Alberto Puig. "It's not that a 500 is easy to ride - just that I was never really comfortable on a 250," he said.

In fact he didn't survive at the top of the tree. He had displaced Alex Criville, also very much inspired at home; and was in turn displaced by Michael Doohan in the later stages as the final reshuffle began.

And then, once again, on the very last lap, came Luca Cadalora, to claim pole position for a third time this year. "We'd been trying a different front rim size that didn't work, and I was in the pits while the mechanics were changing brake discs and everything to put the old rim back. They worked very fast, and we had four minutes left. It was enough for two laps," he smiled later. He'd used Dunlop tires front and rear, and denied they were soft "qualifiers". "The front already had 15 laps on it, and the rear was the one I won with in Rio," he said. But Cadalora had a problem of his own. He had a broken rib, following a go-kart crash less than a week before. "It's like somebody's stabbing me, and it's very painful. Could be a problem," he admitted.

Barcelona is hard on tires, so there is a dilemma of whether to go for a hard compound and risk it being too hard, or a soft and risk it wearing out by the end of the race.

Doohan, who ended up second by almost half-a-second, resolved the question in the most popular way. "I'll use the tire that gave me the best lap time," he said. Very much more relaxed than hitherto, having won the title, he said: "I don't know that I could have beaten Luca's time, but I could have been closer," he said. "There's no title pressure on, but I still want to win tomorrow. But the track changes so much all the time. It was only in the last session that I was able to use the tires we've used here for testing."

Checa was third: a very impressive position for a class novice. "I did my time alone, but I am not sure if I can do it all race long. The podium is not as important for me as for some other riders. If I just have a good finish I will be happy," he said. He had fallen in the morning, but escaped serious injury. "The bottom of my back is sore," he said.

Last man on the front row was Loris Capirossi, for the fifth time, and absolutely thrilled at the effect of the 17-inch front Michelin he had tried for the first time since tests last winter, where he decided he preferred the 16.5-incher. "I felt that at the last race it was time to test them again, because many of the Honda riders use them. The result was amazing - unbelievable. The bike was transformed. It takes much less effort to ride it and I'm really enjoying myself."

Daryl Beattie led row two, knocked back in the last minutes by Cadalora's vault from behind him to pole. He'd had a troubled weekend so far. "This is a good track, but the bike's the worst it's been all year. We solved the understeer problem it had at Brno when we tested there, but the same things just don't work here. I have to back off mid-corner to get it turned, or else it runs wide," he said. Though matters had improved over practice, he was not sure it was by anything like enough.

Shinichi Itoh was next; then Criville, whose preferred bike had suffered engine problems on Saturday afternon; and Norifumi Abe, with times still close. Discounting Cadalora, the front two rows were within the same second.

Alex Barros led row three from Scott Russell, still stiff and sore from his Argentina crash; then came temporary works Yamaha rider Neil Hodgson and Loris Reggiani. Juan Borja was again top privateer, leading row four from Sean Emmett, with Belgian rider Laurent Naveau alongside, in a strong 15th position out of 31 starters.

Time: 42 min., 29.705 sec.
Distance: 22 laps, 64.476 miles.
Average Speed: 91.035 mph.
Margin of Victory: 0.158 sec.
Fastest Lap: Haruchika Aoki, 1:54.703/91.982 mph.

250cc GRAND PRIX: 1. Max Biaggi (Apr); 2. Tetsuya Harada (Yam); 3. Ralf Waldmann (Hon); 4. Luis d'Antin (Hon); 5. Kenny Roberts Jr. (Yam); 6. Nobuatsu Aoki (Hon); 7. Tadayuki Okada (Hon); 8. Jurgen Fuchs (Hon); 9. Jurgen Fuchs (Hon); 10. Renzo Locatelli (Apr); 11. Eskil Suter (Apr); 12. Jose-Luis Cardoso (Apr); 13. J.P. Ruggia (Hon); 14. J. van den Goorbergh (Hon); 15. Takeshi Tsujimura (Hon); 16. P. van den Goorbergh (Apr); 17. Luis Maurel (Hon); 18. Manuel Castilla (Hon); 19. Davide Bulega (Hon); 20. Oliver Petrucciani (Apr); 21. J. Marsella (Hon); 22. J. Diaz Pan (Hon); 23. R. Loscos (Hon); 24. Sete Gibernau (Hon); 25. Alessandro Gramigni (Hon); 26. F. Padro (Apr); 27. Niall Mackenzie (Apr); 28. Jean-Michel Bayle (Apr); 29. Renzo Laconi (Hon); 30. Jose Barresi (Hon); 31. Adi Stadler (Apr).
Time: 42 min., 06.167 sec.
Distance: 23 laps, 67.407 miles.
Average Speed: 96.060 mph.
Margin of Victory: 11.019 sec.
Fastest Lap: Max Biaggi, 1:48.882/96.899 mph.

500cc GRAND PRIX: 1. Alex Criville (Hon); 2. Shinichi Itoh (Hon); 3. Loris Capirossi (Hon); 4. Michael Doohan (Hon); 5. Daryl Beattie (Suz); 6. Alex Barros (Hon); 7. Loris Reggiani (Apr); 8. Scott Russell (Suz); 9. Neil Hodgson (Yam); 10. Jay Haydon (Yam); 11. Bernard Garcia (Yam); 12. Laurent Naveau (Yam); 13. Sean Emmett (Yam); 14. Marc Garcia (Yam); 15. Lucio Pedercini (Yam); 16. Christiano Migliorati (Yam); 17. Jeremy McWilliams (Yam); 18. Eugene McManus (Yam); 19. Jose Kuhn (Yam); 20. Bernd Haenggeli (Yam); 21. L. Pullan (Yam); 22. Carles Checa (Hon); 23. Luca Cadalora (Yam); 24. Jean Jeandat (Pat); 25. Frederic Protat (Yam); 26. Norifume Abe (Yam); 27. Scott Gray (Yam); 28. Marco Papa (Yam); 29. Enrique de Juan (Yam); 30. Juan Borja (Yam); 31. Adrien Bosshard (Yam).
Time: 45 min., 16.932 sec.
Distance: 25 laps, 73.268 miles.
Average Speed: 97.082 mph.
Margin of Victory: 0.160 sec.
Fastest Lap: Carles Checa, 1:47.525/98.123 mph.

FINAL 125cc WORLD C'SHIP POINT STANDINGS (After 13 of 13 rounds): 1. Harucika Aoki (224/7 wins); 2. Kazuto Sakata (140/2 wins); 3. Emilio Alzamora (129/1 win); 4. Akira Saito (127); 5. Dirk Raudies (124.5/1 win); 6. Stefano Perugini (118); 7. Masaki Tokudome (105.5/1 win); 8. Tomomi Manako (102); 9. Hideyuki Nakajoh (88); 10. Peter Oettl (76); 11. Herri Torrontegui (66.5); 12. Noboru Ueda (65); 13. Gianluigi Scalvini (61.5); 14. Yoshiako Katoh (56); 15. Manfred Geissler (35).

FINAL 250cc WORLD C'SHIP POINT STANDINGS (After 13 of 13 rounds): 1. Max Biaggi (283/8 wins); 2. Tetsuya Harada (220/1 win); 3. Ralf Waldmann (203/3 wins); 4. Tadayuki Okada (136); 5. J.P. Ruggia (115); 6. Nobuatsu Aoki (105); 7. Luis d'Antin (88); 8. Kenny Roberts Jr. (82); 9. Doriano Romboni (75/1 win); 10. Oliver Jacque (66); 11. Jurgen Fuchs (55); 12. J. van den Goorbergh (50); 13. Carles Checa (45); 14. Eskil Suter (43); 15. Jean-Michel Bayle (37.

FINAL 500cc WORLD C'SHIP POINT STANDINGS (After 13 of 13 rounds): 1. Michael Doohan (248/7 wins); 2. Daryl Beattie (215/2 wins); 3. Luca Cadalora (176/2 wins); 4. Alex Criville (166/1 win); 5. Shinichi Itoh (127); 6. Loris Capirossi (108); 7. Alex Barros (104); 8. Alberto Puig (99/1 win); 9. Norifumi Abe (81); 10. Loris Reggiani (59); 11. Neil Hodgson (54); 12. Juan Borja (52); 13. Scott Russell (43); 14. Bernard Garcia (41); 15. Kevin Schwantz (34).

Alberto Puig, the Spanish 500cc GP rider who was injured earlier in the year, made an appearance in Catalunya, riding a scooter on a parade lap.

Briefly...

The arrival in Spain of new double World Superbike Champion **Carl Fogarty** provided a spur to rumors of a $2-million conspiracy to secure his services for Grand Prix racing by whatever means possible. It is thought that GP rights-holder Dorna, following the lead set by F-1 mogul Bernie Ecclestone, has put up the hefty slush-fund inducement to reward any team that hires Fogarty for next season. The inducement is understood to be in the form of free trackside advertising banners. This move makes excellent sense for GPs - which have felt under increasing pressure from World Superbike racing recently in what may eventually end up as a battle for world supremacy - and may not be too destructive for superbikes either. For GP racing, it will remind the public that the riders clearly view the purebred 500cc racing machines as a step up from the production-based superbikes - a basic truth that many people have lost sight of recently. For superbikes it will remove the rider who totally dominated a series once known for close racing.

Naturally the notion was officially denied in Spain, but a straw poll of team managers revealed a general approval of the idea, if not an immediate rush to swamp Foggy with offers. "Ecclestone has played an active role in finding team contracts for attractive drivers in F-1 racing in the past. It's just good business tactics," said one team manager. Fogarty himself had extended meetings with **Kenny Roberts** and Dorna, and enjoyed "more media attention in one day than in a whole year of World Superbikes", and admitted: "I'd love to ride 500cc GPs, but only with a top team. I'd also like to stay and become the first rider to win three World Superbike titles."

Fogarty's name was most persistently linked with Team Marlboro Roberts Yamaha, where having failed to secure the services of **Michael Doohan**, Kenny Roberts finds his choices narrowing down for a possible replacement for Luca Cadalora. The two were seen in lengthy discussions in the Roberts team bus, but opinions were divided on whether this meant much.

This was just part of a weekend of frenzied speculation surrounding not only Team Roberts but the whole Marlboro/Chesterfield empire and a number of satellite teams unconnected but fishing in the same rider pool. Several major rider/team equations were still not settled, and Marlboro insiders said it will be at least three weeks before final decisions will be made. However, others said that it would all be over in a couple of days, with Phillip Morris (owners of both brands) now in a position to step in and decide the fate of the remaining top echelon of racing. But there were all sorts of tangential rumors... including one that the door has not closed between Michael Doohan and Yamaha. Doohan said that he has reached agreement with Honda, and expects to sign the contract when he visits Japan at the end of this month. But a source close to Yamaha insisted: "The story is far from over. Don't rule it out that he could ride a Yamaha for Kenny Roberts next year." The positions were shifting day by day or even hour by hour, with many of the key players (both riders and team owners) going straight from Barcelona to Phillip Morris headquarters in Switzerland. With Lucky Strike Suzuki settled with **Daryl Beattie** and **Scott Russell**; and Repsol Honda set with Doohan, Alex Criville and (probably) Tadayuki Okada (possibly) on the new V-twin (see below), the balance of the works team scenario might end up as follows:

Team Marlboro Roberts: **Luca Cadalora** might stay, but it grows increasingly unlikely. He asked for Roberts to match the reputed $4-million-plus Michelin tires offered to Doohan after winning twice late in the year, but Kenny is fed up with the Italian's difficult character and willingness to try hard only when he feels like it. Fogarty's name is on the list too (see above), but since both rider and team owner have been outspokenly critical about each other in the past, this is a long shot and smacks of desperation. Fogarty has few other options; then again so has Roberts, and this rumor was firming up by Monday morning. **John Kocinski** cannot be ruled out, but both he and Roberts have denied any direct contact, and there is much bad blood within the team and with Marlboro. **Norifume Abe** is already under contract to Wayne Rainey, and was only on loan to the team this year. However, he may stay put next year, or even find himself without a ride.

Team Roberts Satellite: Kenny Roberts is working on forming a satellite team for **Kenny Roberts Jr.**, whose first 250cc year with Wayne Rainey was more than promising. There may also be a place for another junior rider. Briton Neil Hodgson is a prime candidate, after riding the spare Team Roberts Yamaha to good effect in the last four races of 1995. The elder Roberts is known to have approached Suzuki for bikes, but it seems more likely now that he will have Yamahas. The younger Roberts was scheduled to test a Yamaha 500 for the first time at Barcelona the day after the European GP.

Team Rainey: It is not exactly certain that **Wayne Rainey** will go 500 racing next year, though he has vowed to take a year off if the plan falls through. He already has Norifumi Abe under contract, but may not exercise that option. Latest betting is that he will get Chesterfield money along with **Jean-Michel Bayle**, who is heavily identified with the brand. The other name is **Loris Capirossi.** Some reports were that they had actually signed the deal.

Team Marlboro Pileri: The Italian team currently running Loris Capirossi on a Honda is expected to lose its backing and probably disappear from the class in 1996. However, the team should not be ruled out. Its name has been linked with that of **Alex Barros**, with his Rio de Janeiro sponsorship. **John Kocinski** has also been linked with the team, on a Honda and with a mystery sponsor - possibly Italian fuel company AGIP, which has been displaced at the Ferrari F-1 team by Shell.

Team Kanemoto Honda: **Luca Cadalora** is believed to have reached an agreement to race a Honda with Kanemoto, if they can find backing between them. The name of Kocinski has also been mentioned for a possible two-rider team. However, the money remains the problem.

Aprilia: **Loris Reggiani** has a lukewarm offer of a reduced fee to stay riding the 400cc V-twin, and had until the end of the weekend to decide. If, as expected, he declines, **Doriano Romboni** is the top name on the list.

In the 250cc class, **Max Biaggi** and **Robert Locatelli** will retain their works bikes, and Swiss rider Eskil Suter is another candidate, as well as current 125 rider Emilio Alzamora. Others on the short list are Jurgen van den Goorbergh, Jose Luis Cardoso, the French pair of Jean-Philippe Ruggia and Olivier Jacque, Japanese rider Miyazaki, as well as 125cc champion Harachuki Aoki and rising German Jurgen Fuchs. They also intend to regain the 125cc title and hopefully their first constructors title, with 14 works bikes - two for Perugini, Sakata, Tokudome and Peter Oettl, and others earmarked for Geissler, Koch, Scalvini, Martinez and Ueda. Rising Italian Valentino Rossi will get a 1995 works bike.

Honda announced their **V-twin 500cc GP racer** - first reported here several weeks ago - at Barcelona, confirming that the bike has been undergoing tests in Japan since August, and that they expect to have at least one racing next season, and possibly two. The NSR500V is intended for production for privateers in 1997, but HRC expect to field at least one development machine in 1996. The bike is a full 500, unlike Aprilia's 400; and while HRC was cagey about hard facts, it did reveal much about the philosophy behind the bike. Mainly this comprised graphs and charts comparing relative performances of 250 and 500cc racers over the past few seasons, showing how the 250s have been catching up. An analysis of section times at Suzuka shows how the 250s are very slightly slower than 500s over the first part of the course, and are actually faster through one medium-speed twisting section. Honda has rejected Aprilia-like rotary disc valves in favor of crankcase reed valves for the motor, which currently has a 100-degree V-angle, though this may change. The machine has been on the drawing board for two years, and has set a 2:15 lap time at Suzuka, where the lap record is around 2:10.

Michael Doohan expects to test the new V-twin in Japan when he visits at the end of October for the Sugo race. "If the bike is competitive, I might even race it next year," he said. "It would be interesting."

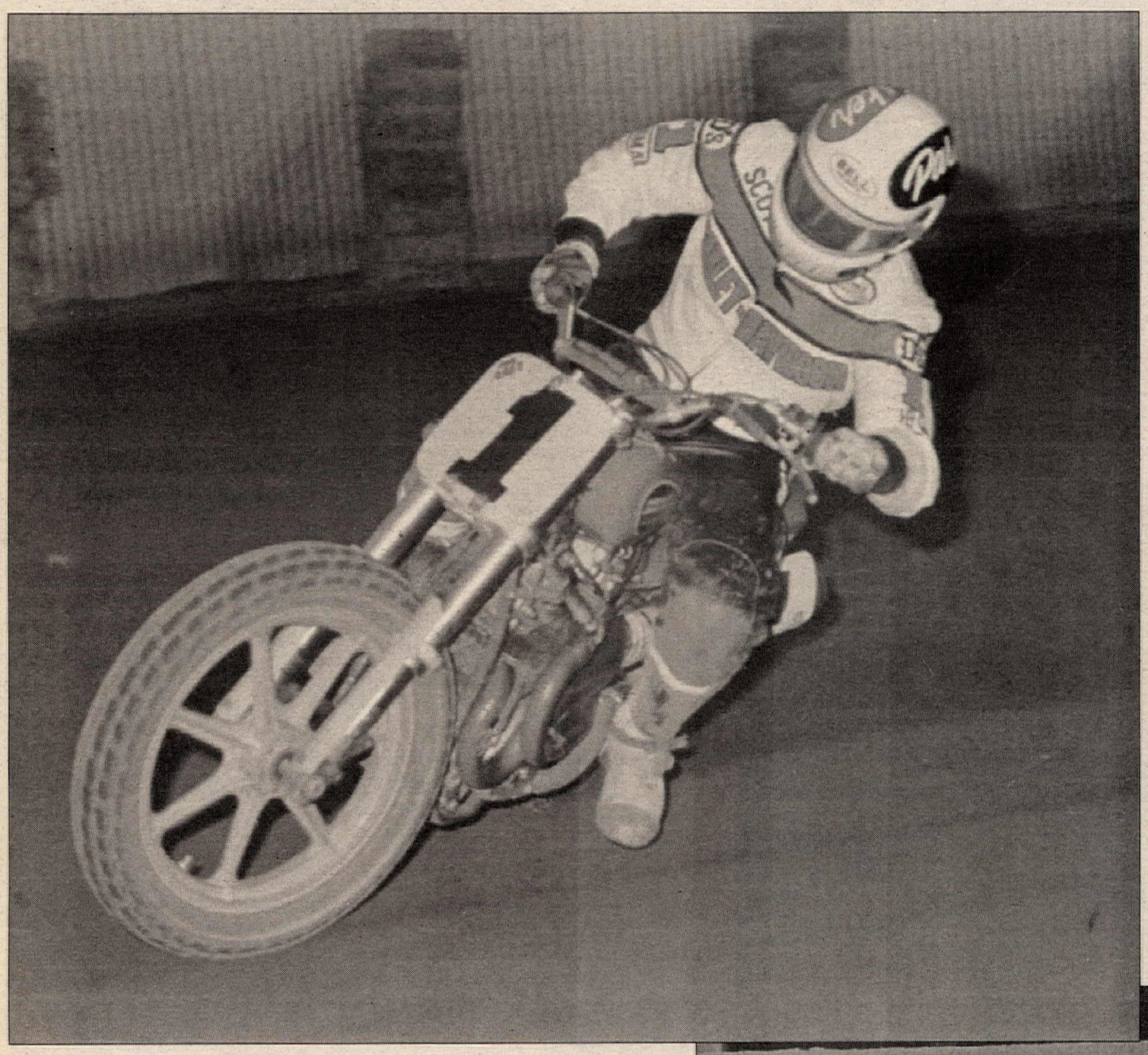
Luckless **Doriano Romboni** missed the last race of the year after fracturing his elbow in a mountain-bike accident. His place on the Agostini Honda was taken by former 125cc World Champion Alex Gramigni. Romboni remains the most likely candidate to ride the 400cc Aprilia next season, with Reggiani expected to quit.

The latest European attempt to beat the Japanese at their own game began at Catalunya when the new **Elf 500** made its debut in practice. The machine was unveiled on Friday night, dressed in the same black with red and blue stripes as the Elf machines of the '80s, with their series of radical alternative front-suspension experiments. The new machine is conventional in every respect - except in the name on the V-four engine. It is the lightweight Swissauto/BRM V4 pioneered by Rolf Biland in the sidecars. On Saturday, Adrian Bosshard took the bike out, but more for demonstration than serious effect, running on straight into the gravel at the end of the straight at one point (far from the only one to do that), and setting his best qualifying time on his usual ROC-Yamaha. Bosshard has shared early testing with fellow Swiss rider and Thunderbikes superstar Yves Briguet and Frenchman Bernard Garcia. The lightweight motor has won sidecar races, but there is a significant difference in that motor compared with usual solo engines. The sidecar runs without the exhaust power valve that tames the power and smooths the throttle responses at lower revs, since it can more easily tolerate wheelspin and be run within a more-limited rev range. A solo needs a power valve to make it ridable. The Swissauto power valve is still under development, but is expected to be ready in good time for testing before next season.

The project has been backed by the French fuel company Elf through the influence of **Michel Metraux**, who is manager of the Swiss Elf distribution company as well as an industrialist in his own right, a long-time racing benefactor, and president of the GP teams' association IRTA. The chassis had been made by Serge Rosset's ROC outfit, based in France just across the Swiss border. It is an unremarkable device following the prevailing twin-beam logic. The Swissauto engine is built by the Wenko AG company in Burgdorf near Berne. Wenko has high-tech connections with the automotive engine industry, and has worked in the past with the former F-1 Brabham team as well as closely with Biland over the course of 23 GP wins and three world titles. The engine's light weight - some 14 pounds less than a Big Bang Yamaha YZR engine - was not a priority, say the designers, but a "typical by-product" of Swissauto's expertise. According to their statement, expertise in electronics and computer management is another of Swissauto's strongest suits. Current plans are to enter two or three ELF machines in the GPs next year, with the machine to be made commercially available in 1997 at what Metraux promises will be "a very competitive price."

Round 23: Pomona Fairplex

69's so fine



By Scott Rousseau
Photos by Flat Track Fotos

POMONA, CA, OCT. 7

There was nothing extraordinary about Scott Parker's victory before the 9270 fans at the Pomona Fairplex during the fall running of the Pomona Half Mile, and yet the Team Harley-Davidson rider and now six-time AMA Grand National Champion couldn't help but crack an extraordinarily wide smile in the victory circle.

It wasn't the victory alone in the penultimate round of the 24-race series that had the 32-year-old Swartz Creek, Michigander gaping. Nor was it the way in which he won, as Parker scored a rather ordinary flag-to-flag victory on the cushioned five-eighths-mile horse track. It was simple numerology that gave Parker a reason to chuckle as he steamed to his fifth Pomona victory, his ninth win of the 1995 season and his 69th career Grand National victory to eclipse the 300-point mark in the series standings. And with tongue in cheek, Parker admitted that it was a little more.

"Sixty-nine - that's one of my favorite numbers," said Parker on the victory podium. "This was just one those races where you had to cruise in there and turn the motorcycle lap after lap. You had to take the good laps with the bad and hope that everyone behind you was doing the same."

And everyone one was, as Parker took the lead right off the start of the 25-lap main event and then rolled out to an invincible two-second lead on Harley factory teammate Chris Carr before practically setting his Bill Werner-wrenched XR750 on autopilot to take home the lion's share of the $31,000 purse.

Carr, too, appeared to cruise his Kenny Tolbert-tuned factory mount on his way to the runner-up spot after a brief tussle with Rich King in the opening laps of what was essentially a follow-the-leader affair. The former Grand National Champion appeared to make up a little time on Parker in the middle stages of the event, but the few bobbles that he did make while attempting to whittle away at Parker's advantage proved to be the difference.

"I would have liked to give Scott a bit of a run for it," Carr said. "But when you lose time on a track that's slippery like this one was, it's hard to make it up. You have to use a lot of finesse on this track. He had better finesse than I did."

Still, the 28-year-old Californian picked up valuable points on King, and is now poised to take over second place in the championship-series standings as he trails the Honda rider by only 11 points, 215-204, with one round remaining.

Unlike Carr and Parker, Will Davis had no time to cruise as he flogged his R&R Racing/Team Saddlemen Honda RS750 to a third-place finish after starting on the penalty line. The friendly North Carolinian had been extremely strong all evening and could certainly be considered among the favorites for victory, but - in a rare miscue - Davis jumped the start and was sent to the rear of the field. Seventh on the opening lap, Davis used the low line to vault to third place by only the seventh lap. By then, he was too far behind Parker and Carr to advance his position. Afterward, he reflected on what might have been.

"That was stupid," the 32-year-old Davis said of his starting-line faux pas. "I think that we were faster than they (Parker and Carr) were in the first part of the race, but I almost crashed in turn one and I had to take a minute to calm down."

With the finish, Davis remained in fourth place in the series standings with 190 points.

"I'm happy with third," Davis said.

(Left) Still the one: Team Harley-Davidson's Scott Parker steamrolled the competition en route to his 69th career victory at the Pomona Half Mile. Parker has won the event five times. (Below) Chris Carr (4) put an early pass on Rich King (80) to finish in second place while King dropped to fourth. Carr, now third in the series standings, trails the second-placed King by a mere 11 points.

"But I hate doing ignorant things like that. I guess these things just happen."

King brought his Garvis Honda/Missile Engineering Honda "backup bike" home fourth to remain second in the series standings. The veteran from Waterloo, Iowa, got off to an excellent start and tried to run down Parker early, but he fell victim to an inside move by Carr in turns three and four on lap two. King then tried to keep pace with the factory duo, but fell back into Davis' clutches just past the finish line on lap seven. He would remain there, unthreatened for the rest of the race.

"For the first four or five laps, I just couldn't find a good line," King said. "Then I settled in and I'd move up on him (Carr), then I'd drop back, and move up again and drop back again. 'Mr. Consistency' wasn't very consistent tonight."

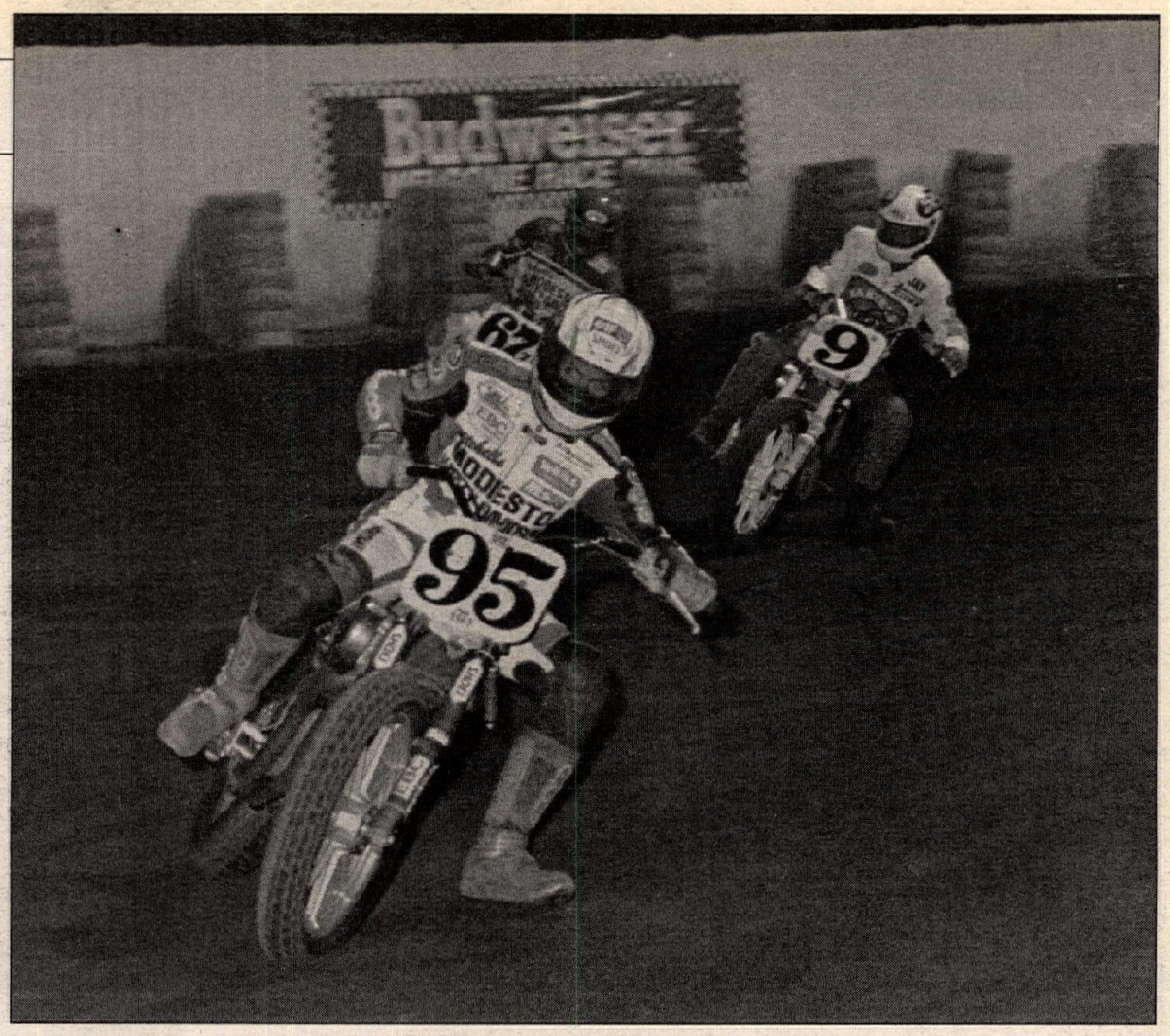
That may be, but King dropped only one more point to Carr with just one round left in the points race, and King said that he felt confident he would retain second position at series' end.

"Carr won't get me," King joked. "He can't even count to 11, let alone get 11 points."

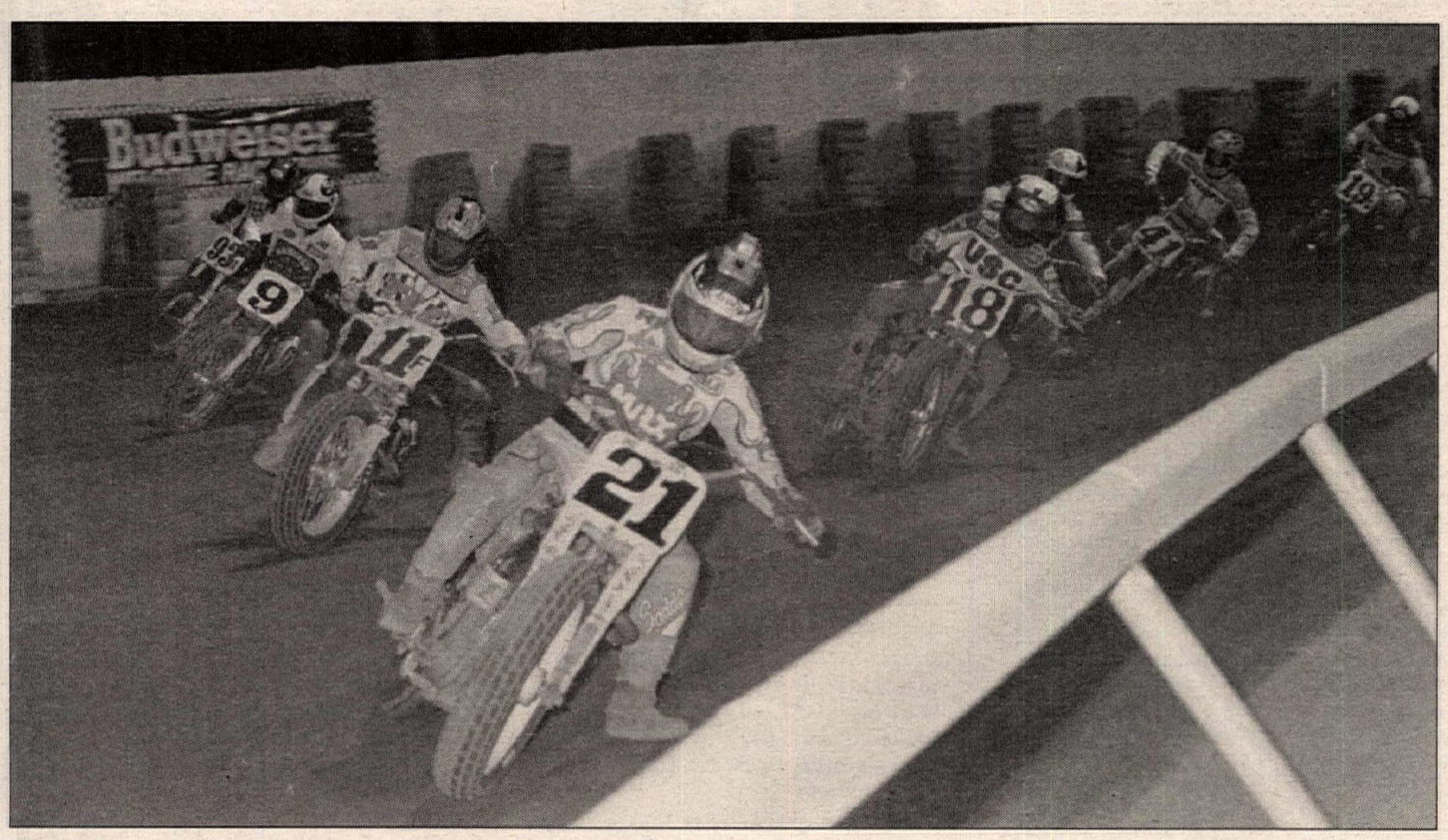
TCR/Ben Ford/Supertrapp's Kevin Atherton managed to finish fifth despite nursing a separated right shoulder suffered earlier in the week (see Briefly). The normally aggressive 24-year-old from White Pigeon, Michigan, rode a rather gingerly pace after starting the race eighth, electing to nonchalantly follow Davis through traffic before settling into fifth on lap 19. Atherton tried to up the pace at the five-lap sign, but his efforts produced little gain.

"It feels good," Atherton said of his result. "I finished better than I thought I would. I played it real conservative. Here you have to be more aggressive in the early laps, but I was just watching what everyone else was doing and seeing where they were hitting the ruts. I just rode a smart race."

Fifth place was good enough to keep Atherton in the same position in the overall standings with 181 points.



(Right) Matt Wait (95) mirrored Parker's performance with a flag-to-flag win in the 883cc National main event.



(Below) Will Davis (21) had to work his way through traffic from the rear of the pack just to finish third. Davis was a serious contender for the win before he jumped the start and was sent to the penalty line.

HEATS

For the most part, the Pomona race track offered the riders many of the same challenges that it did in April, but at the end of the practice sessions, many riders felt that careful line selection would win out over all-conquering horsepower because the track didn't seem to be as "deep" as it has been in past races.

Even so, I.M. Leathers/Body Double's Chris Evans could be found up high and leading the first 10-lap heat race on his Harley-Davidson with rejuvenated veteran Garth Brow giving chase on his TCR-backed Dave Knapp/Randy Goss XR. Evans stayed in the deep dirt for most of the race while the cagey Brow dipped lower and lower on the race track until he found a hot line near the bottom and made a permanent pass for the lead off turn four on lap seven. Evans stayed on Brow's pace to settle for second place and a direct transfer.

"The track is getting to be where your going to have to ride low," said the former San Jose Mile winner Brow. "It started getting groovy, and I was just able to beat him down there. The bike was still shooting me a bit high, so we're going to change to a 50-tooth rear sprocket so that I can run it lower in the main event."

Davis put his Dennis Town-built, R&R/Team Saddlemen Honda into the lead right from the start in heat two, and the former Pomona winner kept it there en route to a convincing victory. USC Racing/Johnny and Sarah Goad's Terry Poovey got off the line second ahead of Carr, Team Undo's Brett Landes and Bartels' Harley-Davidson's Jay Springsteen, but Carr drew alongside the veteran Texan down the back straight on the first lap and then flashed off turn four to claim second place. Davis, however, was uncatchable.

"The track just came to us better than it did for the rest of 'em," Davis said. "The fast line is way different than it was in practice, and we were able to find it. The sad part is that it will change just that quick before the main event too. Whoever finds that line first will win."

Parker mirrored Davis' performance in heat three, getting out of the blocks ahead of an early battle for second between Atherton and Eaken Racing/Wiebler Harley-Davidson rider Davey Camlin in heat three and then all but vanishing.

"I had a pretty good lead when I looked back, so I tried a couple of different lines," Parker said. "That was only one portion of my job. I put in my first eight minutes, and I got 16 more to go 'to collect all the cheese,' as Steve Morehead would say."

While Parker checked out, Atherton broke away from Camlin and then rode as cautiously as possible to snag the second transfer position and give his hurting shoulder a bit of a respite before the main event.

Whereas the first three heats were basically runaways, the fourth heat provided a bit more action when a three-rider battle shaped up among King, Donally Logging/Donahue H-D/Lopko Racing's Joe Kopp and Eaken Racing/LA Racing's Larry Pegram. The trio diced it out for about four laps before Pegram dropped off the pace with brake troubles at about the same time that Kopp took the lead from King off turn two. Kopp and King then ran nose-to-tail until King got an excellent drive off the final bend and just beat the steadily-improving Washington TT specialist across the line for the win.

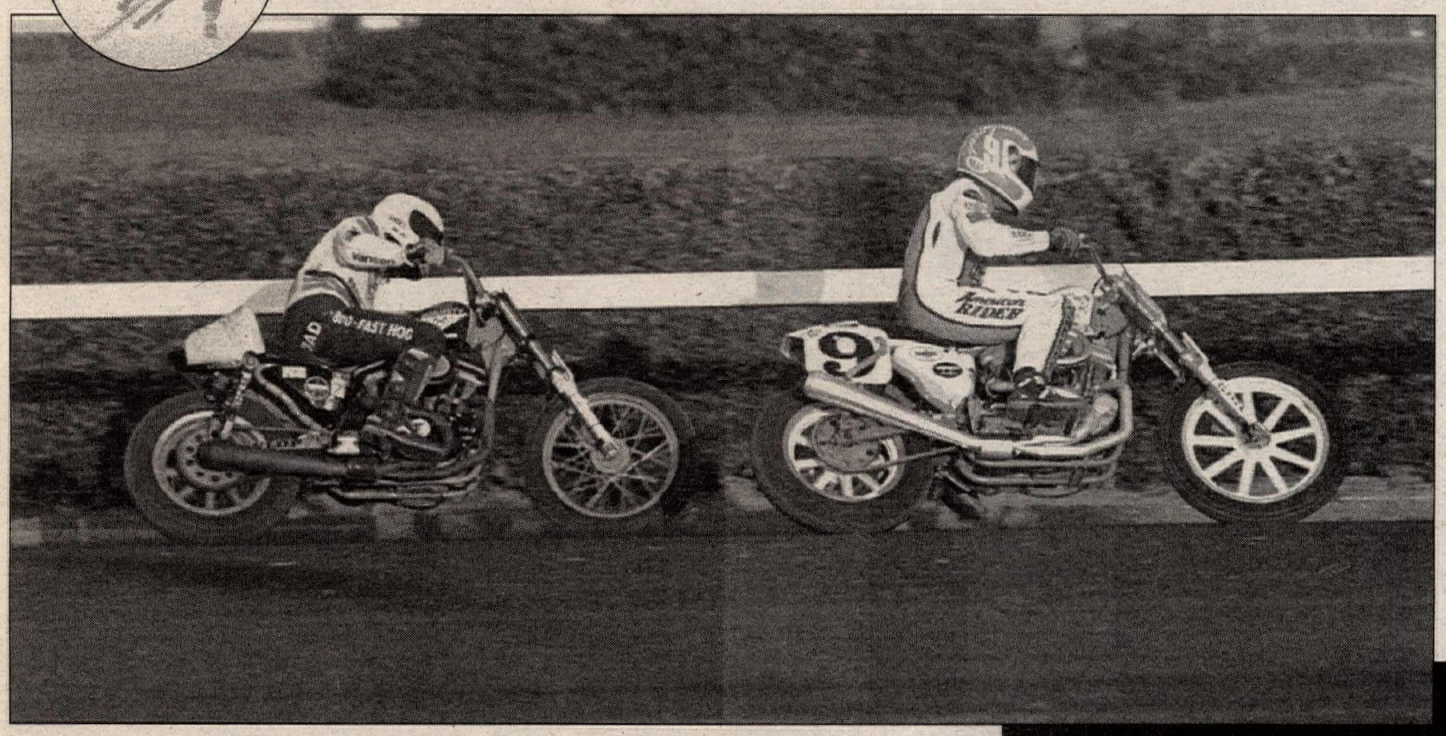
"It's not like a plowed field out there, but it's almost as good," King said of the track conditions. "I think he (Kopp) was faster in three and four and I was faster in one and two, but four is where he made his mistake, and that was it."

SEMIS

Winchester Harley-Davidson/Eddie Adkins Racing's Ken Coolbeth Jr. rebounded from losing his brake pedal in the heat race by taking the win in the first eight-lap semi with USC Racing/Johnny and Sarah Goad's Kevin Varnes tucking in behind his former amateur rival to earn admission into the main event as well. The race for the third and final transfer spot turned out to be somewhat of a surprise as Bartels' Harley-Davidson's Ben Bostrom pulled off an inside pass on Poovey down the front straight on the white-flag lap to make his first 750cc Grand National final of the year.

American H-D/Jaybrake/Spectro's Les Washbon holeshot the second semi

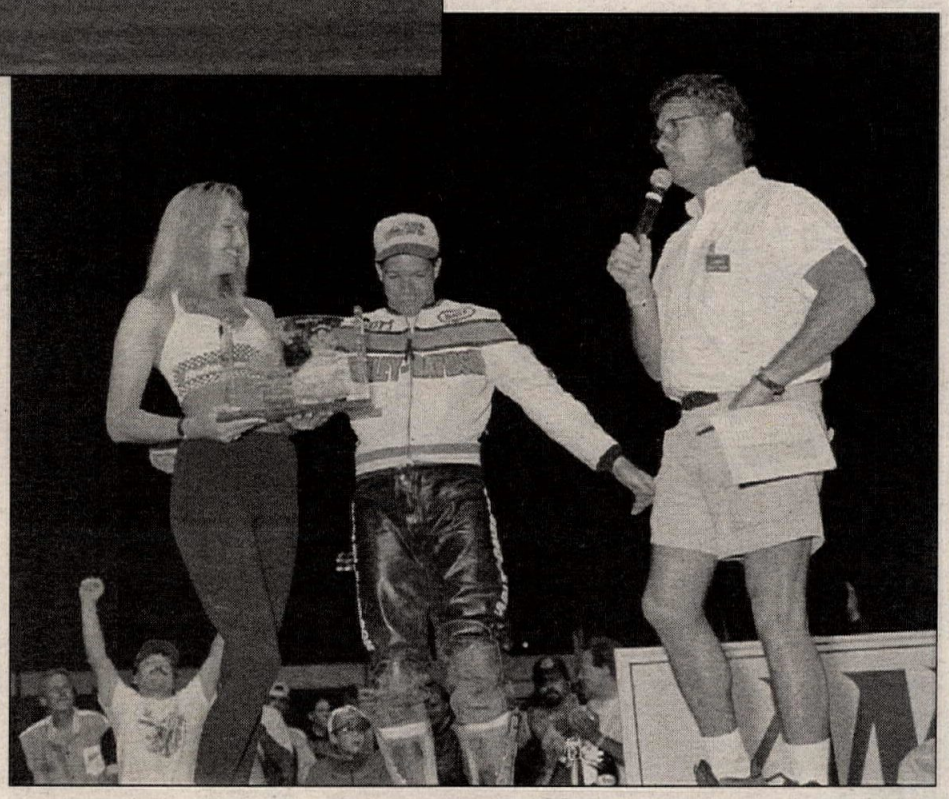
Round 23: Pomona Fairplex



"I stayed tight with him for a long time," Carr said. "Our lines were pretty equal, but he changed his line and started using wider entrances to the corners. He was getting pretty good drives off the turns. I jut had trouble getting good drives. Acceleration off the corner is what wins at this race track."

"I saw that Chris was back there, and I thought that I'd drift up a little higher to see if there was more traction up there," Parker said. "It looked moist up

(Left) Caught ya!: Mike Hacker (left) finished second in the 883cc National at Pomona, surpassing title rival Jay Springsteen (right) in the points chase. Springer finished a disappointing seventh in the main. (Below) Parker reaps the rewards of victory on the podium at Pomona while conducting the post-race interview with announcer Larry Huffman (right).



and was then blitzed from either side by TCR/Ben Ford Supertrapp rider Dan Butler and Team Undo's Brett Landes while Geo Roeder II made his way into third aboard his loaner F&S Harley-Davidson (see Briefly). The trio remained in that order to the finish for spots in the show.

Four riders aggressively sought the final three tickets to the main in semi number three. Springsteen and Pegram passed and repassed each other for the lead in the early going while rim-riding Deeley Harley-Davidson rider Steve Beattie and S.E. Harley-Davidson/Arai/M.C. Specialties' Chance Darling on the Taco Racing Honda RS750 waged war for the final spot. Pegram went on to lead Springer across the line with the last transfer spot being decided when Darling's mount expired on the final run down the front straight, assuring Beattie of a place in the main.

GRAND NATIONAL

Anticipation was high as the 17-rider field lined up for the main event. Parker was second from the outside pole on the front row while Carr sat in the middle of the row with Davis rolling up alongside of inside polesitter Brow. But as the starting board was turned sideways, it looked as though Brow creeped forward just enough to draw the amped-up Davis offside.

"I didn't want to say that, and it certainly was not his fault," Davis said. "But that's what pulled me off. I just saw something moving real fast out of the corner of my eye and I just went."

Starter Scott Zimmerman banished both Davis and Brow to the penalty line and the race left the line with Parker, King and Carr fighting for control of the pack. But the proceedings were brought to a halt when Roeder went down in turn two on the opening lap. He was unhurt and made the restart, which was again led by Parker.

King briefly ran second, but the normally dialed-in veteran simply could not get comfortable aboard his machine, and Carr took advantage to power into the runner-up spot off turn four.

"He (Carr) got out on me right away," King said. "Then they got their distance early. That first five to 10 laps killed me."

Carr attempted to chase down Parker on the now roughed-up low line before both riders appeared to move up the race track, switching their attacks to the high line in the hope of finding more grip.

there. I saw that he wasn't catching me, so I just stayed smooth lap after lap and kept it movin'."

After the two teammates settled in, Parker maintained a one-and-a-half to two-second margin on Carr.

Further back, Davis was putting on the charge of doom as he picked his way past a close battle between Kopp and Evans and then caught up to King on lap seven, diving under him to take away third place where he would sit for the rest of the main event.

"I had a good line for the first eight or nine laps, then it started drying out," Davis said. "Once I got by King, it really started to get dry. When the track is wet, our motorcycle is really fast, but when it dries out like that, we struggle."

Atherton continued the quiet conservative approach that he had used in his heat race with a degree of success, following Davis through the field after the North Carolinan passed him. Atherton stayed low and made his way past Evans on lap 20 and then chased after King in the parade to the checkered flag.

"I let everything settle in and then I started making my moves," Atherton said. "I didn't want to have to race anybody. I knew if I was too aggressive, I would just end up popping my shoulder out again. I think I was catching Will and Rich at the end, but there just weren't enough laps."

Continued on page 21

Briefly...

For winning the Pomona Half Mile, **Scott Parker** banked $4500 from the purse plus $3200 from Harley-Davidson and $300 from Bell Helmets for a total of $8000. Second-placed **Chris Carr** picked up $2850 plus $1700 from Harley-Davidson and $400 from Arai Helmets for a total of $4950. **Will Davis** earned $2100 plus $300 in contingencies for a total of $2400.

Kevin Atherton showed up to Pomona still in pain from the separated right shoulder that he suffered in a play-riding accident while hanging out with fellow racer **Brett Landes** earlier in the week. "This thing hurts," Atherton said. "We were riding XR100s, and the rest of the guys had kits in theirs while I was on a stocker. But they couldn't pass me, so they pulled over to see what I was doing, and that's when I went over the handlebars, all by myself. It was sheer stupidity on my part, and I'm just going to have to deal with it." Atherton limited his practice time at Pomona and had the good fortune of transferring to the main event out of his heat race. He went on to finish fifth in the main.

In addition to competing in the 883cc National class, R&R Racing's **Gary Rogers** made his debut in the Grand National class aboard one of the two Honda RS750s normally ridden by Will Davis. "I've been wanting to try one all year," said Rogers, who is the son of R&R team owner Craig Rogers. "He finally said yes for here, because he didn't want me to try one for the first time on a mile." Although the 17-year-old didn't set the world on fire, he did put together steady performances in his heat race and semi, failing to make the main event. Rogers also finished 12th aboard the San Jose H-D Harley-Davidson 883 in the 883cc National.

Loral Lake Racing's **Ronnie Jones** and F&S Harley-Davidson/KK Motorcycle Supply's **Steve Morehead** did not ride at Pomona as both riders attended an international dirt track hosted by Marlboro in conjunction with the Catalonian Grand Prix. Both riders are expected to be back in action at the Del Mar Mile.

While **Steve Morehead** was absent from Pomona, Geo Roeder II took the "Findlay Flyer's" place on one of Gary Stolzenburg's F&S Harley-Davidson XR750s. "We're gonna try it," Roeder said after riding the machine in practice. "It's really fast on the straightaways but I can't get it to hook up in the turns." Roeder stuck with the machine and put it in the main event where he crashed on the first lap. He made the restart and went on to finish 13th.

While **Geo Roeder II** campaigned an F&S Harley-Davidson, **Jess Roeder** abandoned his own XR750 in favor of the Roeder's H-D entry normally ridden by his older brother.

Don Estep raced aboard **Dodge Brothers** XR750s at Pomona in his first Grand National appearance since suffering serious injuries at the Denver Half Mile on August 12. The team suffered mechanical problems in the heat race, however, and could not make the call for the semis.

Although he scored a brilliant win in the 883cc National, Modesto Harley-Davidson rider **Matt Wait** had a forgettable night in the 750cc portion of the program - almost literally. After failing to transfer out of the first heat race, Wait took his place in the final semi and was promptly dumped on his head in turn two on the third lap. The 20-year-old was up quickly, but his night was over. "My head still hurts," Wait said long after the race.

Smokin' Joe's Racing funny-car pilot **Gordie Bonin** was on hand at Pomona to watch the Grand National boys do their thing and was seen chatting with AMA Pro Racing's **Bruce Bober** and **Merrill Vanderslice**. Bonin, who pilots the Candies & Hughes-owned, nitro-guzzling Ford Mustang funny car at the Fairplex drag strip twice year during the NHRA Nationals held there, appeared to be impressed with the racing. What did the man who straps himself into a five-second, 300-mph missile for a living have to say about the motorcyclists? "These guys are crazy," Bonin said.

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OCTOBER 1995 SCHEDULE ON ESPN

Original Show Telecast				Repeat Telecast	
EASTERN TIME					
Sunday	10/1	1:30-2:00am	&	Monday	10/2 5:00-5:30pm
Sunday	10/8	3:30-4:00am	&	Monday	10/9 5:00-5:30pm
Sunday	10/15	1:30-2:00am	&	Monday	10/16 5:00-5:30pm
Sunday	10/22	1:30-2:00am	&	Monday	10/23 5:00-5:30pm
Sunday	10/29	1:30-2:00am	&	Monday	10/30 5:00-5:30pm
PACIFIC TIME					
				Monday	10/2 2:00-2:30pm
Saturday	10/8	12:30-1:00am	&	Monday	10/9 2:00-2:30pm
Saturday	10/14	10:30-11:00pm	&	Monday	10/16 2:00-2:30pm
Saturday	10/21	10:30-11:00am	&	Monday	10/23 2:00-2:30pm
Saturday	10/28	10:30-11:00pm	&	Monday	10/30 2:00-2:30pm

OCTOBER 1995 REPEAT SCHEDULE ON ESPN2

EASTERN TIME				PACIFIC TIME	
Sunday	10/1	2:00-2:30pm	&	Sunday	10/1 11:00-11:30am
Saturday	10/7	7:00-7:30am	&	Saturday	10/7 4:00-4:30am
Sunday	10/8	10:30-11:00am	&	Sunday	10/8 7:30-8:00am
Saturday	10/14	7:00-7:30am	&	Saturday	10/14 4:00-4:30am
Saturday	10/21	7:00-7:30am	&	Saturday	10/21 4:00-4:30am
Sunday	10/22	10:30-11:00am	&	Sunday	10/22 6:30-7:00am
Saturday	10/28	7:00-7:30am	&	Saturday	10/28 4:00-4:30am

October is upon us, and with it comes a line-up which includes one of the world's most exciting honkey-tonk motorcyclists!

Lyle Lovett puts down his guitar and picks up an ESPN microphone to host a special Baja feature that's been in the works since the dog days of summer.

Plus, Bob and Art will fill the autumn nights with some AMA Hillclimb, Grand National Dirt Track, and ISDE highlights.

Hey! That's Mr. Jerry Bernardo to you, buddy. That bouncy lovable guy you call a television host is up for a Cable ACE Award. We're not looking for a golf cap, we're looking to crush "National Geographic Explorer" through the floor, take that trophy, solder it to the front of a dirtbike, and ride wheelies up and down Sunset Blvd.

Until we get that shot, however, you'll have to make do with the Pike's Peak Hillclimb and the Nevada Rally–not to shabby, huh?

OCTOBER 1995 SCHEDULE ON ESPN2

Original Show Telecast				Repeat Telecast	
EASTERN TIME					
Sunday	10/1	5:30-6:00pm	&	Tuesday	10/10 3:30-4:00am
Sunday	10/15	5:30-6:00pm	&	Monday	10/23 2:30-3:00am
Sunday	10/29	5:30-6:00pm			
PACIFIC TIME					
Sunday	10/1	2:30-3:00pm	&	Tuesday	10/10 12:30-1:00am
Sunday	10/15	2:30-3:00pm	&	Tuesday	10/22 11:30-12:00am
Sunday	10/29	2:30-3:00pm			

U.S. Supercross Series

OCTOBER 1995 SCHEDULE ON ESPN2

	EASTERN TIME			PACIFIC TIME	
San Diego, CA	Sun	10/1 10:00-11:00am	&	Sun	10/1 7:00-8:00am
Atlanta, GA	Sun	10/1 2:30-3:30pm	&	Sun	10/1 11:30-12:30pm
Indianapolis, IN	Sun	10/8 8:30-9:30am	&	Sun	10/8 5:30-6:30am
Las Vegas, NV	Mon	10/16 11:00-12:00am	&	Mon	10/16 8:00-9:00pm
	Tues	10/24 3:00-4:00am	&	Tues	10/24 12:00-1:00am

AMA Motocross Series

OCTOBER 1995 SCHEDULE ON ESPN

	EASTERN TIME			PACIFIC TIME	
Binghamton, NY	Sun	10/15 1:00-2:00pm	&	Sun	10/15 10:00-11:00am
Delmont, PA	Sun	10/22 1:30-2:30pm	&	Sun	10/22 10:30-11:30am
250cc Series Season in Review	Sun	10/29 1:00-2:00pm	&	Sun	10/29 10:00-11:00pm

OCTOBER 1995 SCHEDULE ON ESPN2

	EASTERN TIME			PACIFIC TIME	
Buchanon, MI	Sun	10/1 9:00-10:00am	&	Sun	10/1 6:00-7:00am
Troy, OH	Sun	10/1 1:00-2:00pm	&	Sun	10/1 10:00-11:00am
Washougal, WA	Sun	10/8 9:30-10:30am	&	Sun	10/8 6:30-7:30am
Binghamton, NY	Sat	10/21 4:00-5:00pm	&	Sat	10/21 1:00-2:00pm
Delmont, PA	Mon	10/2 10:00-11:00pm	&	Mon	10/2 7:00-8:00pm
	Tues	10/3 3:00-4:00am	&	Tues	10/3 12:00-1:00am
125cc Series Season in Review	Fri	10/13 8:30-9:30pm	&	Fri	10/13 5:30-6:30pm
	Tues	10/17 3:00-4:00am	&	Tues	10/17 12:00-1:00am

World Grand Prix Series

OCTOBER 1995 SCHEDULE ON ESPN

	EASTERN TIME			PACIFIC TIME	
GP of Czech Republic	Wed	10/4 12:30-1:30am	&	Tues	10/3 9:30-10:30pm
GP of Brazil	Thurs	10/12 12:30-1:30am	&	Wed	10/11 9:30-10:30pm
GP of Argentina	Sun	10/29 12:30-1:30am	&	Sat	10/28 9:30-10:30pm

OCTOBER 1995 SCHEDULE ON ESPN2

	EASTERN TIME			PACIFIC TIME	
GP of Great Britain	Sun	10/1 3:30-4:30pm	&	Sun	10/1 12:30-1:30pm
GP of Czech Republic	Sat	10/21 12:00-1:00pm	&	Sat	10/21 9:00-10:00am
GP of Brazil	Mon	10/2 11:00-12:00am	&	Mon	10/2 8:00-9:00pm
	Tues	10/3 2:00-3:00pm	&	Tues	10/3 11:00-12:00pm
GP of Argentina	Mon	10/9 11:00-12:00am	&	Mon	10/9 8:00-9:00pm
	Tues	10/17 2:00-3:00am	&	Mon	10/16 11:00-12:00am
GP of Catalunya	Mon	10/23 11:00-12:00am	&	Mon	10/23 8:00-9:00pm
	Tues	10/31 3:00-4:00am	&	Tues	10/31 12:00-1:00am

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Round 7: Caprock Canyon National

Davis boils over

(Left) Ty Davis gave Kawasaki its first-ever National Enduro title. Davis clinched the Championship with the overall win at the Caprock Canyon National in Texas. (Below) Randy Hawkins (27) squeezes past a slower rider en route to second overall.

Photos by Kinney Jones

TURKEY, TX, OCT. 1

The pressure was on.

Even though Kawasaki Team Green's Ty Davis held a commanding series points lead and had already won four of the six previous rounds going into the Caprock Canyon National Enduro in Texas, and had the title all but wrapped up, this event was a pressure cooker for the former 125cc Western Regional Supercross Champion.

For one, Davis knew that if he didn't clinch the title in Texas on terrain that suites his riding style to a tee, he would have to travel back east for the final two rounds of the series and have to take on title pursuers Randy Hawkins and Steve Hatch in their own back yards. He *really* didn't want to do that.

Plus, Davis has another big race on the horizon to think about - the Baja 1000 - a very important race for Kawasaki and Kawasaki Team Green, and Davis would like nothing more than to prepare for that race without having a National Championship title chase hanging over his head.

And, just to increase the pressure one more notch, Davis was scheduled to attend the nationwide Kawasaki dealer show in Washington, D.C., the following week, and Kawasaki wanted nothing more to show off a National Enduro Champion as well as displaying a title-winning Kawasaki motorcycle.

All these things were on the mind of Davis as he waited for his minute to come up to start round seven of the nine-race National Enduro Series. And when it was all over, Davis could breath a huge sigh of relief after edging out Hawkins by one point for the overall win and his first off-road National title.

The cards were seemingly stacked against Hawkins and Hatch going into the event. While Davis was practicing in Texas preparing for the upcoming Caprock Canyon National, Hawkins and Hatch were in Poland, competing in the International Six Day Enduro, where Hawkins rode a 125cc Suzuki. In Texas, Hawkins would have little time to readjust to the more-familiar 250cc mount he uses at the Nationals. And to make matters worse, Hawkins and Hatch flew straight from Poland to Las Vegas for the Suzuki dealer show, then straight from Las Vegas to Texas on Friday. "It really wasn't as difficult as it sounds," said Hawkins. "We're paid to race and do what we have to do. Actually, after riding about 180 miles a day in Poland, this was quite easy."

The ball was certainly in Davis' court, but that did little in the way to relieve the pressure of *having* to clinch the title in Texas. "You could say there was quite a bit of pressure, but probably the most pressure was just the fact that I wanted it (the Championship) for myself," said Davis. "This was my first (off-road) championship, Kawasaki's first in the enduro series, and I'm the first to win the enduro title from the West. I think that's pretty neat. Plus, taking the title here really made my upcoming schedule much easier."

"It was a do-or-die race for me," said

(Above) Kelby Pepper ran strong the whole way, finishing third overall. (Above right) A tender ankle slowed Steve Hatch's progress but still garnered fourth overall. Hatch will hand over his number-one plate to Davis at the end of the season. Two more rounds are left in the series. (Right) Davide Trolli powered his four-stroke Honda XR600 to fifth overall.

Hawkins who, along with teammate Steve Hatch, had the only realistic shot at beating out Davis for the title. "Basically, we (Team Suzuki) were hoping for one of us (Hawkins or Hatch) to take this one and maybe get somebody else in between us and him (Davis), and get Davis in our neck of the woods at the next events."

Things did not go the way Team Suzuki had hoped, as Davis led throughout the entire event, with Hawkins finishing a close second and Kawasaki rider Kelby Pepper third. Hatch, riding with a painful ankle injury sustained at the Six Days, endured to fourth place. Italian Davide Trolli rounded out the top five overall.

"I'm just a little disappointed I couldn't bring him (Davis) back East to finish out the Championship," said Hawkins. "But, I'll tell you what, he did great all year long. He pretty much had a Cinderella year, and I've had years like that, too. The kind of years you just don't fall or make any mistakes. I just hope he defends his title next year."

Under a clear, blue sky, the Post Enduro Association-hosted enduro got underway with Davis jumping out to an early one-point lead over Hawkins and Pepper, and a two-point cushion over the rest of the top National contenders.

"The first section we all zeroed - pretty much just warmed us up," said Hawkins. "Then Davis went one, and Steve (Hatch) and I went two, and everybody else three. I was going pretty good until I made a wrong call on direction. The club had a major problem with cows eating the ribbons. Maybe some ribbons were missing, maybe the cows, I don't know."

This pretty much set the stage for the remainder of the event, with the entire field now in pursuit of Davis.

"We all zeroed the next few checks, then at the next special test section, I went 0-1-2:15, and Ty went 0-1-1:57," said Hawkins. "He was right there on the bubble and put another two minutes on us. I just got beat. Now he had us by two points."

The riders gassed up for the second loop, where, through the next special test, Hawkins bumped up his speed a notch but could only gain a few seconds on Davis. Hawkins carded a 1:15 and Davis a 1:25, but the five-time National Enduro Champion, Hawkins, was still a full two points down with time running out. Pepper, on his KDX200, was keeping pace with Hawkins up to this point.

The second gas marked the finish for most of the 384 riders who started the event, but the AA and A riders had one last loop to go, and it was here where Hawkins went for broke.

In the final points-robbing special test, Hawkins put his years of off-road riding experience to good use and recorded the quickest time through the test. Hawkins would card a 5:52, while Davis checked in 20 seconds later with a 6:12. The Suzuki rider thus gained a full one point on the Kawasaki rider (and on Pepper), and all that now stood between Davis and the title were two checks, including the final known control check. Only one point separated Davis from Hawkins, and both riders zeroed the second-to-last check. The final three miles of the event concluded at a known control, and Hawkins checked in with a near-perfect score of 0:32, while Davis carded a title-clinching 0:48.

When all was said and done, Davis had recorded a winning score of 11.578, while Hawkins edged out Pepper on the tiebreakers for second, 12.655 - 12.677. A full one point back in third finished Hatch with a 13.718.

"After the first part I pretty much had a good idea what kind of pace Randy, Kelby and Steve were going," said Davis, "but Randy really bumped it up in the afternoon. It was close. Even Kelby was right there; he was impressive."

"I just couldn't get myself together at the beginning of the day," said Hawkins. "He (Davis) got off to a good start. Kelby had me beat until the last sections."

Hatch, who will hand over the number-one plate to Davis, had nothing but good words for the new champ. "He deserves it (the Championship)," said Hatch. "He had a great season, and he certainly has raised this sport to a new level. I know I'm faster this year than I was last year because of him; he's making us all faster."

In Texas, Hatch was slowed by a sore ankle which he had injured at the ISDE. "I tried practicing on Friday but dabbed twice and went back to square one," Hatch said. "The pain was so bad I felt light-headed. I iced it up and just rode the best I could (Sunday); I just couldn't dab. I crashed a few times because I refused to put my foot down. Overall, I felt super-good considering the problems." CN

Caprock Canyon National
Turkey, Texas
Results: Oct. 1, 1995 (After 7 of 9 rounds)

O/A: 1. Ty Davis (Kaw) 11.578; 2. Randy Hawkins (Suz) 12.655; 3. Kelby Pepper (Kaw) 12.677; 4. Steve Hatch (Suz) 13.718; 5. Davide Trolli (Hon) 18.1048; 6. Michael Lafferty (Kaw) 19.1005; 7. Mike Jillett (Yam) 20.1057; 8. Josh Whitaker (KTM) 20.1135; 9. Matt Stavish (KTM) 21.1144; 10. Alan Randt (KTM) 21.1157; 11. Curt Wilcox (Hon) 21.1190; 12. Rick Higgins (Hon) 22.1076; 13. Kevin Davis (Hon) 22.1164; 14. Phil Stevens (Kaw) 22.1184; 15. Chris Willbanks (Suz) 24.1284; 16. Larry Crane (KTM) 24.1292; 17. Hayden Franklin (KTM) 25.1179; 18. Ken Jiles (KTM) 25.1355; 19. Ira Pufpaff (Kaw) 25.1364; 20. Wayne Intermill (Yam) 28.1479.

AMA NATIONAL CHAMPIONSHIP ENDURO SERIES POINT STANDINGS (After 7 of 9 rounds): 1. Ty Davis (163); 2. Randy Hawkins (132); 3. Steve Hatch (126); 4. Kelby Pepper (107); 4. Michael Lafferty (86); 5. Danny Hamel (60); 6. James Gray (50); 7. Mat Stavish (46); 8. Kevin Bennett (37); 9. George Waller Jr. (34); 10. Larry Roeseler (29); 11. Doug Blackwell (25); 12. Donnie Book (24); 13. Terry Cunningham (21); 14. (TIE) Jeff Fredette/David Lykke/Tom Webb (17); 17. Rodney Smith (16); 18. (TIE) Allen Gravitt/Davide Trolli (15); 20. (TIE) Jerry Gibson/Russell Epley (14).

LEADERBOARD

1995 Championship Point Standings

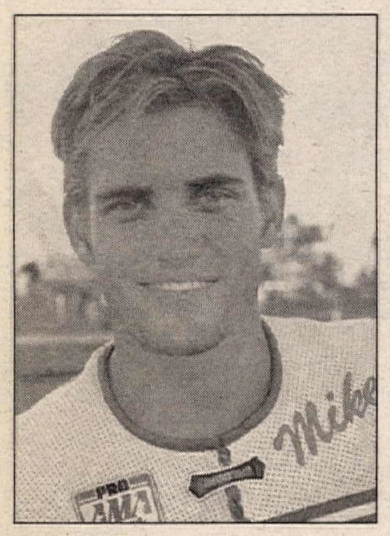
Road Race

AMA SUPERBIKE NAT'L C'SHIP
(After 10 of 10 rounds)

1. Miguel DuHamel (Hon), Canada (293/6 wins)
2. Mike Hale (Hon), Carrollton, TX (268/2 wins)
3. Tom Kipp (Yam), Mentor, OH (254)
4. Fred Merkel (Suz), Stockton, CA (228)
5. Dale Quarterley (Duc), Westfield, MA (210)
6. Pascal Picotte (Kaw), Canada (198)
7. Mike Smith (Duc), Canton, GA (195)
8. Steve Crevier (Kaw), Canada (194)
9. Freddie Spencer (Duc), Shreveport, LA (193/1 win)
10. Thomas Stevens (Suz), Sanibel Island, FL (182)

AMA 600cc SUPERSPORT SERIES
(After 11 of 11 rounds)

1. Miguel DuHamel (Hon), Canada (377/9 wins)
2. Mike Hale (Hon), Carrollton, TX (282/2 wins)
3. Jamie Bowman (Hon), Tequesta, FL (273)
   Thomas Wilson, Oregon, OH (273)
5. Michael Barnes (Kaw), Boca Raton, FL (264)
6. Hikaru Miyagi (Hon), Japan (251)
7. Steve Crevier (Kaw), Canada (247)
8. Pascal Picotte (Kaw), Canada (225)
9. Larry Pegram (Hon), Baltimore, OH (214)
10. Brian Parriott (Hon), Calistoga, CA (169)



MIKE HALE

AMA 750cc SUPERSPORT SERIES
(After 10 of 10 rounds)

1. Tom Kipp (Yam), Mentor, OH (313/3 wins)
2. Fred Merkel (Suz), Stockton, CA (270/7 wins)
3. Thomas Wilson (Kaw), Oregon, OH (251)
4. James Randolph (Kaw), Santa Rosa, CA (214)
5. Hikaru Miyagi (Hon), Japan (189)
6. Mark McDaniel (Suz), Birmingham, AL (185)
7. Aaron Yates (Suz), Milledgeville, GA (179)
8. Fritz Kling (Yam), Lansing, MI (148)
9. Donald Jacks (Suz), St. Cloud, FL (141)
10. Anthony Lupo (Yam), San Rafael, CA (135)

AMA 250cc GRAND PRIX SERIES
(After 10 of 10 rounds)

1. Rich Oliver (Yam), Fresno, CA (324/7 wins)
2. Nick Ienatsch (Yam), Los Angeles, CA (286)
3. Chuck Sorenson (Yam), Livermore, CA (284)
4. Mike Sullivan (Yam), Centralia, WA (239)
5. Randy Renfrow (Hon), Fredericksburg, VA (228)
6. Greg Esser (Yam), Pompano, FL (212)
7. Bobby Keith (Yam), Redwood City, CA (196)
8. Jason Paden (Yam), Salida, CA (182)
9. Jeff Vos (Apr), Holland, MI (180)
10. Mark Foster (Yam), San Juan Capistrano, CA (163)

AMA H-D SUPERTWINS SERIES
(After 11 of 11 rounds)

1. Scott Zampach (H-D), Milwaukee, WI (303/3 wins)
2. Shawn Higbee (H-D), Marina Del Rey, CA (285/4 wins)
3. Matt Wait (H-D), Modesto, CA (281/1 win)
4. Eric Bostrom (H-D), Redondo Beach, CA (265)
5. Matthew Guidera (H-D), Citrus Heights, CA (242)
6. Billy Graef (H-D), Sheboygan, WI (235)
7. Ben Bostrom (H-D), Redondo Beach, CA (228)
8. Andy Fenwick (H-D), Neenah, WI (221)
9. Brian Gibbs (H-D), Stockbridge, GA (206)
10. Mario DuHamel (H-D), Canada (200)

AMA 125cc GRAND PRIX SERIES
(After 9 of 9 rounds)

1. Rodney Fee (Hon), Los Angeles, CA (273/1 win)
2. Randy Renfrow (Hon), Fredericksburg, VA (257/1 win)
3. Masahiro Iizuka (Hon), Japan (227/4 wins)
4. Billy Graef (Yam), Sheboygan, WI (199)
5. Mike Mondo (Hon), Pleasant Hill, CA (176)
   Todd Bowman (Hon), Canada (176)
7. David Pare, (Hon), Elk Grove, CA (165)
8. Kevin Murray (Hon), Vista, CA (163)
9. Roland Sands (Hon), Long Beach, CA (132)
10. Nancy Delgado (Hon), Atlanta, GA (106)

500cc WORLD CHAMPIONSHIP
(After 13 of 13 rounds)

1. Michael Doohan (Hon), Australia (248/7 wins)
2. Daryl Beattie (Suz), Australia (215/2 wins)
3. Luca Cadalora (Yam), Italy (176/2 wins)
4. Alex Criville (Hon), Spain (166/1 win)
5. Shinichi Itoh (Hon), Japan (127)
6. Loris Capirossi (Hon), Italy (108)
7. Alex Barros (Hon), Brazil (104)
8. Alberto Puig (Hon), Spain (99)
9. Norifumi Abe (Yam), Japan (81)
10. Loris Reggiani (Apr), Italy (52)

250cc WORLD CHAMPIONSHIP
(After 13 of 13 rounds)

1. Max Biaggi (Apr), Italy (283/8 wins)
2. Tetsuya Harada (Yam), Japan (220/1 win)
3. Ralf Waldmann (Hon), Germany (203/3 wins)
4. Tadayuki Okada (Hon), Japan (136)
5. Jean-Philippe Ruggia (Hon), France (115)
6. Nobuatsu Aoki (Hon), Japan (105)
7. Luis d'Antin (Hon), Spain (88)
8. Kenny Roberts Jr. (Yam), Modesto, CA (82)
9. Doriano Romboni (Hon), Italy (75/1 win)
10. Oliver Jacque (Hon), France (66)

125cc WORLD CHAMPIONSHIP
(After 13 of 13 rounds)

1. Haruchika Aoki (Hon), Japan (224/7 wins)
2. Kazuto Sakata (Apr), Japan (140/2 wins)
3. Emilio Alzamora (Apr), Italy (129/1 win)
4. Akira Saito (Hon), Japan (127)
5. Dirk Raudies (Hon), Germany (124.5/1 win)
6. Stefano Perugini (Apr), Italy (118)
7. Masaki Tokudome (Hon), Japan (105.5/1 win)
8. Tomomi Manako (Hon), Japan (102)
9. Hideyuki Nakajoh (Hon), Japan (88)
10. Peter Oettl (Apr), Germany (76)

WORLD SUPERBIKE CHAMPIONSHIP
(After 10 of 12 rounds)

1. Carl Fogarty (Duc), England (420/12 wins)
2. Troy Corser (Duc), Australia (258/3 wins)
3. Aaron Slight (Hon), New Zealand (249/1 win)
4. Yasutomo Nagai (Yam), Japan (188)
5. Anthony Gobert (Kaw), Australia (171/1 win)
6. Fabrizio Pirovano (Hon), Italy (153)
7. Simon Crafar (Hon), New Zealand (149)
8. Mauro Lucchiari (Duc), Italy (142/2 wins)
9. Colin Edwards II (Yam), Conroe, Texas (141)
10. Pier-Francesco Chili (Duc), Italy (128)

Motocross

AMA U.S. SUPERCROSS SERIES
(After 15 of 15 rounds)

1. Jeremy McGrath (Hon), Murrieta, CA (320/10 wins)
2. Larry Ward (Yam), Florence, SC (270)
3. Jeff Emig (Yam), Riverside, CA (251/1 win)
4. Mike Kiedrowski (Kaw), Canyon Country, CA (240)
5. Doug Henry (Hon), Oxford, CT (211)
6. Mike LaRocco (Kaw), South Bend, IN (208/2 wins)
7. John Dowd (Yam), Fullerton, CA (188)
8. Brian Swink (Hon), Linden, MI (166)
9. Steve Lamson (Hon), Pollock Pines, CA (138)
10. Mike Craig (Hon), Lakeside, CA (133)

AMA EASTERN REGIONAL 125cc SX SERIES
(After 10 of 10 rounds)

1. Mickael Pichon (Kaw), New Iberia, LA (213/4 wins)
2. Mike Brown (Hon), Gray, TN (149/2 wins)
3. Davey Yezek (Suz), Mt. Pleasant, PA (147)
4. Tim Ferry (Kaw), Palm Harbor, FL (129/2 wins)
5. Kevin Windham (Yam), Baton Rouge, LA (120)
6. Barry Carsten (Suz), Rayville, NJ (101)
7. James Dobb (Hon), Dayton, OH (96)
8. Jim Neese (Hon), Whitsett, SC (87)
9. Mike Treadwell (Suz), Rumford, ME (76)
10. Nathan Ramsey (Suz), Hixson, TN (69)

AMA WESTERN REGIONAL 125cc SX SERIES
(After 8 of 8 rounds)

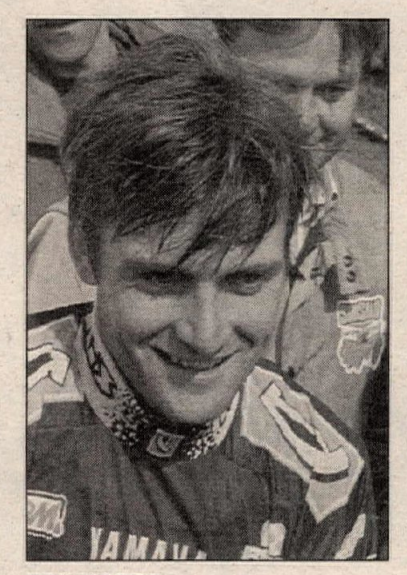
1. Damon Huffman (Suz), Acton, CA (194/6 wins)
2. Ryan Hughes (Kaw), Escondido, CA (167/1 win)
3. David Pingree (Kaw), Menifee, CA (135)
4. Craig Decker (Suz), Palm Desert, CA (126)
5. Chad Pederson (Hon), Ft. Dodge, IA (115)
6. Greg Schnell (Suz), Cucamonga, CA (66)
7. Cory Keeney (Yam), St. Paul, MN (64)
8. Scott Sheak (Suz), Corona, CA (63)
9. Pedro Gonzalez (Yam), Corona, CA (57)
10. Brian Deegan (Hon), Bellevue, NE (54)

AMA NATIONAL CHAMPIONSHIP 250cc MX SERIES
(After 12 of 12 rounds)

1. Jeremy McGrath (Hon), Murrieta, CA (526/7 wins)
2. Jeff Emig (Yam), Riverside, CA (466/1 win)
3. Mike Kiedrowski (Kaw), Canyon Cntry, CA (389/2 wins)
4. John Dowd (Yam), Chicopee, MA (363)
5. Kyle Lewis (Yam), Rosamond, CA (302)
6. Larry Ward (Yam), Florence, SC (285)
7. Mike LaRocco (Kaw), South Bend, IN (256/1 win)
8. Phil Lawrence (Kaw), Menifee, CA (242)
9. James Dobb (Hon), Dayton, OH (236)
10. Greg Albertyn (Suz), Corona, CA (222)

AMA NATIONAL CHAMPIONSHIP 125cc MX SERIES
(After 12 of 12 rounds)

1. Steve Lamson (Hon), Pollock Pines, CA (467/6 wins)
2. Ryan Hughes (Kaw), Escondido, CA (462/2 wins)
3. Damon Huffman (Suz), Acton, CA (435)
4. Mike Brown (Hon), Gray, TN (421/1 win)
5. Mickael Pichon (Kaw), Shelby, NC (349)
6. Robbie Reynard (Kaw), Moore, OK (328/2 win)
7. Tim Ferry (Suz), Palm Harbor, FL (254/1 win)
8. Chad Pederson (Hon), Ft. Dodge, IA (244)
9. Scott Sheak (Suz), Germantown, NY (210)
10. Denny Stephenson (Suz), Omaha, NE (207)



BOB MOORE

WORLD CHAMPIONSHIP 125cc MX SERIES
(After 12 of 12 rounds)

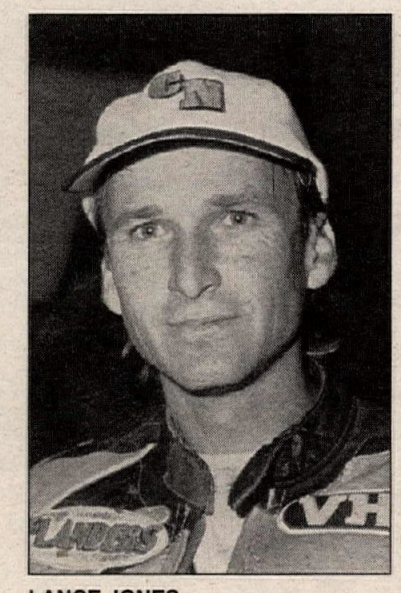
1. Alessandro Puzar (Hon), Italy (340/4 wins)
2. Alessio Chiodi (Yam), Italy (337/4 wins)
3. Sebastien Tortelli (Kaw), France (266/1 win)
4. Jimmy Button (Hon), Corning, NY (201)
5. Mikael Maschio (Yam), Italy (186/1 win)
6. Claudio Federici (Yam), Italy (171/1 win)
7. Michele Fanton (Kaw), Italy (169)
8. Dave Strijbos (Suz), Holland (167)
9. Frederic Vialle (Kaw), France (166)
10. Massimo Bartolini (TM), Italy (157)

WORLD CHAMPIONSHIP 250cc MX SERIES
(After 15 of 15 rounds)

1. Stefan Everts (Suz), Belgium (423/5 wins)
2. Marnicq Bervoets (Suz), Belgium (380/4 wins)
3. Tallon Vohland (Kaw), San Jose, CA (338/1 win)
4. Kurt Nicoll (Hon), Great Britain (332/1 win)
5. Peter Beirer (Hon), Germany (283)
6. Pedro Tragter (Suz), Holland (256)
7. Andrea Bartolini (Yam), Italy (251/3 wins)
8. Bob Moore (Yam), Canyon Country, CA (291)
9. Werner DeWit (Suz), Belgium (179)
10. Peter Iven (Kaw), Belgium (164)

WORLD CHAMPIONSHIP 500cc MX SERIES
(After 12 of 12 rounds)

1. Joel Smets (Hbg), Belgium (344/5 wins)
2. Trampas Parker (KTM), Shreveport, LA (302/2 wins)
3. Darryll King (Kaw), New Zealand (261)
4. Peter Johansson (Hus), Sweden (236)
5. Jacky Martens (Hus), Belgium (194/2 win)
6. Gert Jan Van Doorn (Ver), Holland (161)
7. Gerald Delepine (Hon), Belgium (150/2 wins)
8. Shayne King (KTM), New Zealand (134)
9. Johan Boonen (Hus), Belgium (129/1 win)
10. Peter Dirkx (Hon), Belgium (100)



LANCE JONES

Dirt Track

AMA GRAND NATIONAL CHAMPIONSHIP SERIES
(After 22 of 23 rounds)

1. Scott Parker (H-D), Swartz Creek, MI (300/9 wins)
2. Rich King (Hon), Waterloo, IA (215/1 win)
3. Chris Carr (H-D), Valley Springs, CA (204/3 wins)
4. Will Davis (Hon), Goldsboro, NC (190/1 win)
5. Kevin Atherton (H-D), White Pigeon, MI (181/1 win)
6. Steve Morehead (H-D), Findlay, OH (146/1 win)
7. Jay Springsteen (H-D), Lapeer, MI (143/1 win)
8. Ronnie Jones (Hon), Oklahoma City, OK (117)
9. Kevin Varnes (Hon), Pottstown, PA (116/2 wins)
10. Dave Camlin (H-D), Rock Island, IL (95/1 win)

AMA HARLEY-DAVIDSON 883 NATIONAL DIRT TRACK SERIES
(After 15 of 16 rounds)

1. Mike Hacker, Prince George, VA (227/3 wins)
2. Jay Springsteen, Lapeer, MI (220/8 wins)
3. Jason Fletcher, Warren, CT (119)
4. Georgie Price IV, Sicklerville, NJ (107)
5. Matt Wait, Lodi, CA (97/2 wins)
6. James Hart, Centralia, IL (90/1 win)
7. Nate Wait, Lodi, CA (89)
8. Doug Beattie, Canada (86)
9. Lance Jones, Ohatchee, AL (76/1 win)
10. Jess Roeder, Monroeville, OH (70)

Speedway

WORLD C'SHIP INDIVIDUAL SPEEDWAY SERIES
(After 6 of 6 rounds)

1. Hans Nielsen, Denmark (103/1 win)
2. Tony Rickardsson, Sweden (88)
3. Sam Ermolenko, Cypress, CA (83)
4. Greg Hancock, Costa Mesa, CA (82/1 win)
5. Billy Hamill, Monrovia, CA (80/1 win)
6. Mark Loram, Great Britain (77)
7. Chris Louis, Great Britain (77)
8. Henka Gustafsson, Sweden (73)
9. Tomasz Gollob, Poland (73/1 win)
10. Tommy Knudsen, Denmark (67/2 wins)

Off-Road

WORLD C'SHIP OBSERVED TRIALS SERIES
(After 10 of 10 rounds)

1. Jordi Tarres (G-G), Spain (179/5 wins)
2. Marc Colomer (Mon), Spain (171/4 wins)
3. Tommi Ahvala (Fan), Finland (130/1 win)
4. Doug Lampkin (Bet), Great Britain (118)
5. Joan Pons (G-G), Spain (114)
6. Donato Miglio (G-G), Italy (94)
7. Bruno Camozzi (Bet), France (81)
8. Steve Colley (G-G), Great Britain (73)
9. Amos Bilbao (Bet), Spain (63)
10. Kenichi Kuroyama (Bet), Japan (53)

NATIONAL TRIALS SERIES
(After 9 of 11 rounds)

1. Ryan Young (G-G), Lexington, KY (245/4 wins)
2. Geoff Aaron (Bet), Redding, CT (226/4)
3. Olivier Clamagirand (G-G), Brea, CA (156)
4. Jess Kempkes (G-G), Lincoln, NE (155/1)
5. Raymond Peters (Fan), Moreland, NY (136)
6. Matt Moore (G-G), Sapulpa, OK (111)
7. Lonny Hallsted (Bet), Clackamus, OR (96)
8. Andy Saum (G-G), Phoenix, AZ (92)
9. Chuck Sutton (Bet), NM (73)
10. John Clark (Mon), Huntsville, AL (64)

AMA NATIONAL CHAMPIONSHIP ENDURO SERIES
(After 7 of 9 rounds)

1. Ty Davis (Kaw), Hesperia, CA (163/4 wins)
2. Randy Hawkins (Suz), Travelers Rest, SC (132)
3. Steve Hatch (Suz), Ithaca, NY (126)
4. Kelby Pepper (Kaw), Center, CO (107/1)
5. Mike Lafferty (Kaw), Millville, NJ (86)
6. Danny Hamel (Kaw), Boulder City, NV (60)
7. James Gray (KTM), Gunnison, CO (50)
8. Mat Stavish (KTM), Blaine, MN (46)
9. Kevin Bennett (Hon), Milleville, NJ (37)
10. George Waller (Kaw), Pleasant Grove, AL (34)

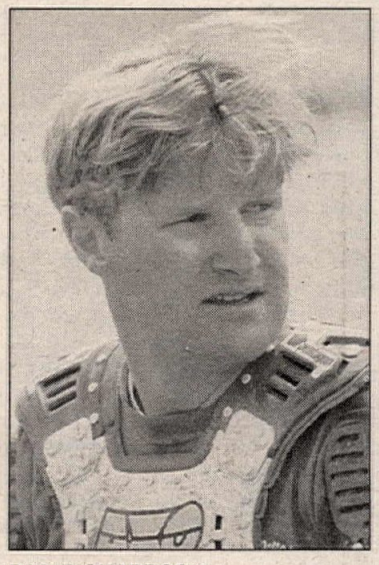
AMA NATIONAL C'SHIP HARE & HOUND SERIES
(After 4 of 6 rounds)

1. Danny Hamel (Kaw), Boulder City, NV (120/4 wins)*
2. Greg Zitterkopf (KTM), Chino, CA (71)
3. Ty Davis (Kaw), Hesperia, CA (50)
   Dan Richardson (Hon), Huntington Beach, CA (50)
5. Drey Dircks (Hon), Tehechapi, CA (48)
6. Abe Baumann (Kaw), Garden Grove, CA (45)
7. Jeff Capt (Hon), Glendora, CA (43)
8. James Gray (KTM), Gunnison, CA (42)
9. Ted Hunnicutt (Kaw), Newbury Park, CA (41)
   John Campbell (Hon), San Juan Capistrano, CA (41)

*Clinched championship

AMA NATIONAL C'SHIP HARE SCRAMBLES SERIES
(After 6 of 9 rounds)

1. Scott Summers (Hon), Petersburg, KY (140/1 win)
2. Rodney Smith (Suz), Oakley, CA (135/1 win)
3. Scott Plessinger (KTM), Hamilton, OH (113/2 wins)
4. Jason Dahners (KTM), Redmond, WA (71)
5. Eric Mashbir (Hon), Oakland, CA (67)
6. Steve Hatch (Suz), Ithaca, NY (66/1 win)
7. Steve Leivan (Yam), Eldon, MO (58)
8. Leigh Latellier, Kansas City, KS (47)
9. Duane Conner (Yam), Washington, PA (34)
10. Ty Davis (Kaw), Hesperia, CA (30/1 win)



DAN RICHARDSON

AMA GRAND NATIONAL CROSS COUNTRY SERIES
(After 10 of 12 rounds)

1. Scott Plessinger (KTM), Hamilton, OH (149/2 wins)
2. Fred Andrews (Yam), Salem, OH (149/2 wins)
3. Scott Summers (Hon), Petersburg, KY (147/3 wins)
4. Guy Cooper (Suz), Stillwater, OK (132)
5. Tommy Norton (Yam), Norfolk, MA (131)
6. Duane Conner (Yam), Washington, PA (125)
7. Brian Keegan (Yam) (52)
8. Steve Hatch (Suz), Ithaca, NY (90)
9. Tim Shephard (Yam), Hamilton, OH (88)
10. Doug Blackwell (Yam) (53)

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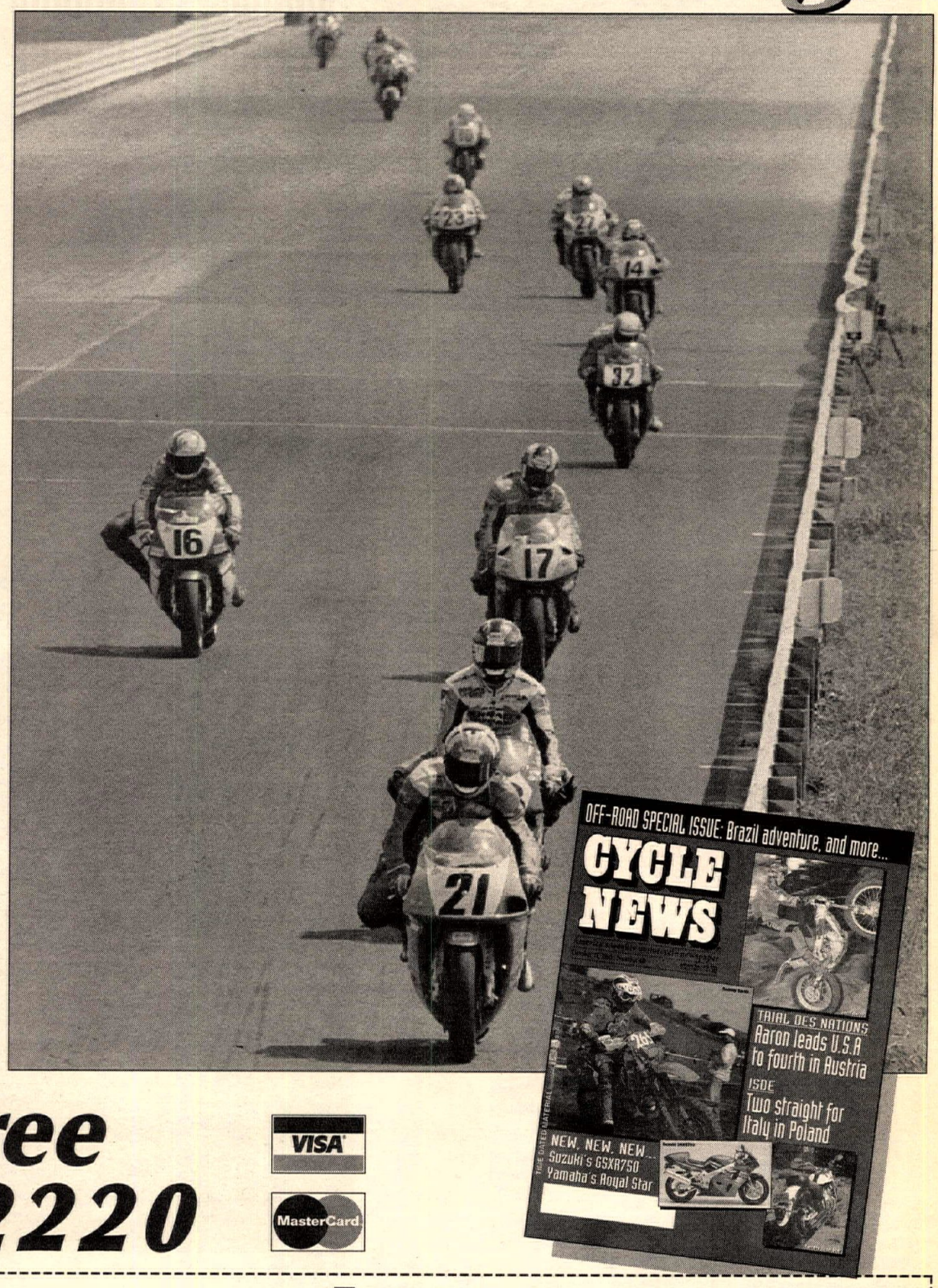

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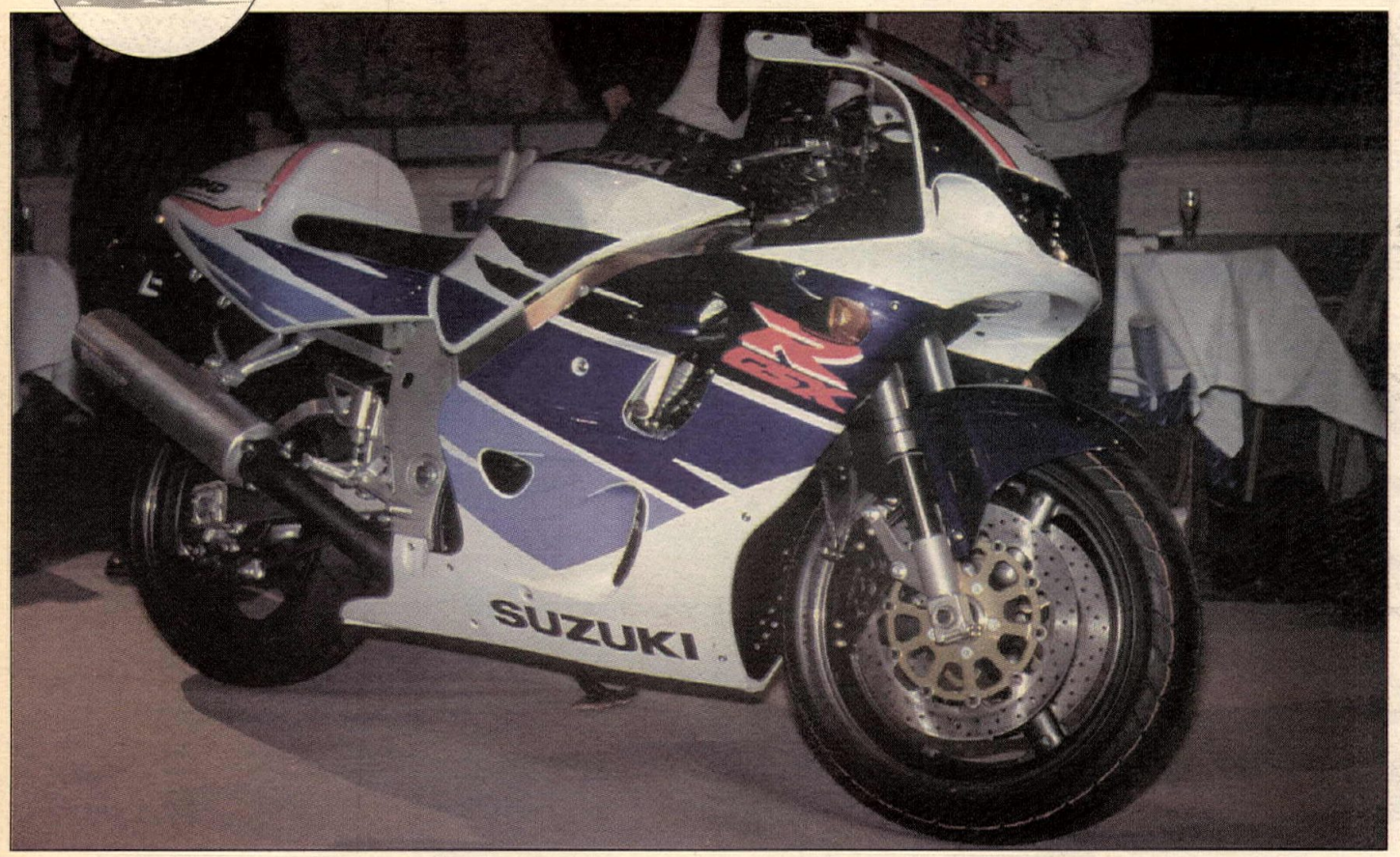


Freedom of choice

By Alan Cathcart
Photos by Kyoichi Nakamura

One of the most significant European bike shows of recent years opened in Paris on September 27, with a rash of new models not only from European manufacturers like Triumph and BMW, but also from the Japanese giants. With the Italians still to unveil their latest and greatest at the Milan Show starting on November 21, one thing's already sure: sportbike buyers are going to be stuck for choice in '96. Each of the major manufacturers has a new two-wheeled weapon in its armory: Paris was just the opening shot in a no-holds-barred battle for commercial and sporting supremacy in the sportbike sector.

Though Yamaha made the biggest splash by effectively relaunching their entire range of sports models except for the YZF750 (and even that must now be on line for a radical rethink by this time next year), it was Suzuki who produced the single bike that grabbed the most attention: the long-awaited, 100-percent-new GSXR750 that now looks set to turn a new a page in street-legal superbiking just as the original square-tube alloy-framed GSXR did 12 years ago when it hit the marketplace. Just as they did back then, Suzuki has taken a clean sheet of paper and sat down to design the ultimate no-compromise in-line four-cylinder Superbike. They very well may have succeeded, because at first sight the new GSXR750 appears to set a benchmark of design for the category, even if the Japanese company's reported experiments with fuel injection haven't been seen through to production - yet.

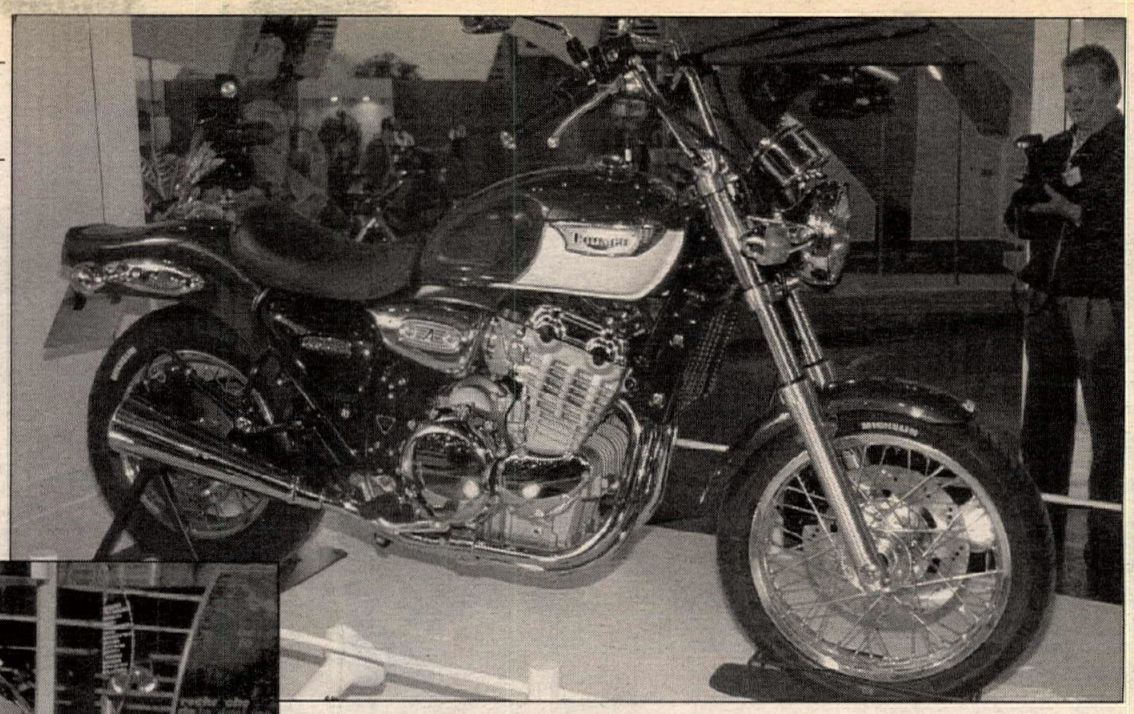
(Top) The completely redone, super-light GSXR750 is Suzuki's bid for superbike supremacy. (Above) One of the few Italian models to debut at Paris was the Laverda Ghost, a new competitor to Ducati's Monster which is powered by the reborn company's 668cc parallel twin. (Left) Yamaha's TDM850 makes a return, albeit substantially changed with a new chassis and more power.

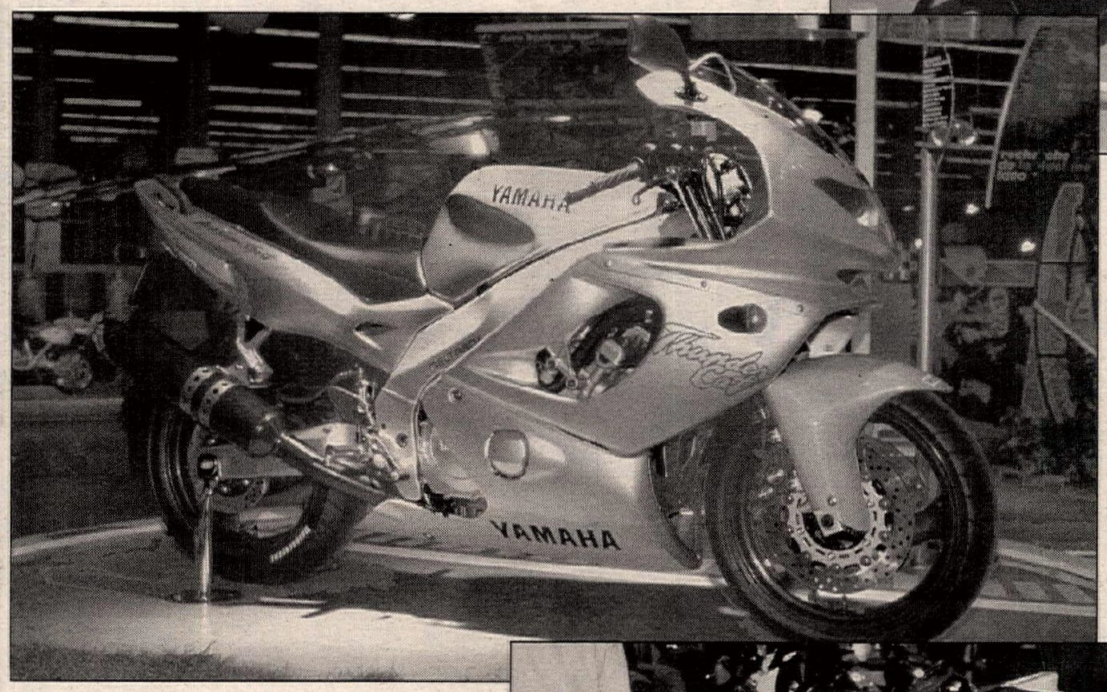
Instead, the new Suzuki's incredibly compact water-cooled 16-valve engine - 1.18 inches narrower than the present GSXR motor, at 18.47 inches across, in spite of its bigger-bore 72 x 46mm dimensions - is fitted with four 39mm semiflat-slide CV Mikunis, fed via a pressurized airbox by large twin ducts on either side of the headlamps. This SRAD (Suzuki Ram Air Direct) system uses an engine magement system to control air supply by monitoring throttle position and engine rpm to improve throttle response and ridability, says Suzuki.

Drive to the twin overhead camshafts has been moved to the right side of the engine, thus allowing a reduction to five main bearings instead of six, and helping to lower the weight of the engine by an

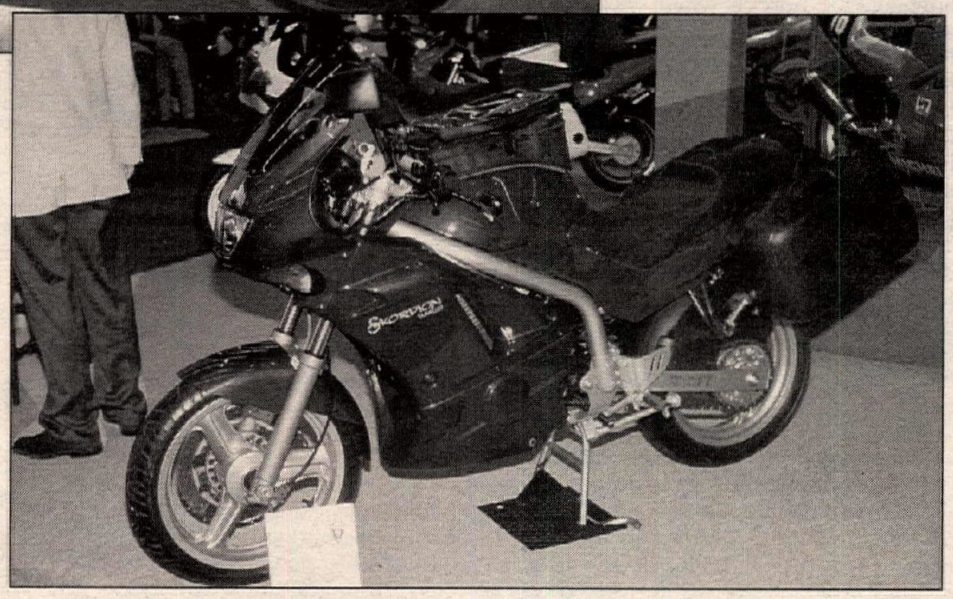
amazing 19.8 pounds compared to its predecessor. The motor has also been shortened considerably to compact the mass and reduce the bike's wheelbase by rotating the gearbox shafts below and behind the crank, with a separate split in the crankcases. The 6-speed gear cluster can actually be removed without splitting the engine, though the motor - a fully-stressed part of the chassis package - does have to be removed fram the frame to do this. With an 11.8:1 compression in standard street form, and a steep angle of downdraft for the carbs thanks to the semi-slant-block engine configuration, Suzuki's new superbike mill looks set to deliver performance to go: this was nominally a launch for the French market with its 100-bhp power limit, but factory sources revealed output in unrestricted street guise to be an impressive 129 bhp at 13,200 rpm - in a bike weighing an amazing 394 pounds dry with full street equipment.

(Right) Trimuph's Thunderbird gets a new companion, the Adventurer. One of five models to be based on the T-bird, this one is only for the States and is styled accordingly.





(Left) The big news in Paris was the surprise introduction of Yamaha's all-new ThunderCat 600 sportbike (pictured) and its big brother the ThunderAce, the long-awaited YZF1000. Will they come to America? Yamaha would only say "maybe." (Below) MuZ debuted the Skorpion Traveller. The 660cc single-cylinder tourer comes standard with saddlebags and weighs just over 400 pounds.



But Suzuki's clean-sheet concept didn't end there, for the new GSXR also - finally! - incorporates Suzuki's first proper Deltabox-type, GP-derived twin-spar alloy frame, which the factory claims was developed on the basis of the world-title-winning RGV500 GP racer. The distinctive pointy-round seat tail - the top of which removes for access to the passenger seat - certainly owes more to Max Biaggi's 250 Aprilia, but apart from doubtlessly helping to discourage slip-streaming by slower bikes, just as on the MadMax machine, it also helps Suzuki deliver an individual edge to their new superbike's styling.

In addition to looking like no other 750, the Suzuki isn't built like one, either: Wheelbase is an amazing 55.12 inches - over half an inch less than a 600cc Kawasaki ZX6R, and even shorter than the RGV500! - and at 28.35 inches wide, it's more than three-quarters of an inch slimmer than the ZX7R. Inverted 43mm forks and a piggyback rear Showa with alloy links for the rising rate, 320mm front brakes with 6-piston Tokico calipers and a host of weight-saving attention to detail make the Suzuki a genuine step forward in sportbike design, which the factory is evidently determined to underline with success on the race track. The major part of the Paris Show launch was devoted to confirming Suzuki's imminent debut in World Superbike competition in 1996, spearheaded by a full-factory two-rider team to be run in blue-and-white Suzuki colors (no outside sponsor, for at least two seasons, is the word) by Britain's Harris Performance, who will operate the team on an entirely separate basis from their current 500cc GP effort. And with Pascal Picotte now confirmed as Suzuki's other rider for the 1996 American Superbike series (alongside Fred Merkel), the new GSXR750 will make its racing debut at Daytona in March with a five-bike effort; Merkel and Picotte plus Harris' two riders (who have yet to be confirmed, says team boss Lester Harris), and - you guessed it - Scott Russell, who will make a bid to be the first four-time Daytona 200 winner on the new Suzuki, say factory sources. Should be some debut!

Suzuki concentrated all their efforts at Paris in getting the GSXR750 into the marketplace (though word is that they'll have two more new sportsbikes to come in each of the next two years, presumably a 600-class version of the new 750 to plug their biggest obvious gap, followed by an 1100cc version (now *that* should be awesome!).

Paris also saw the world launch of the GSF1200 Bandit naked-class model that's been on sale in Japan for the past year, as well as an updated version of the best-selling DR650 trail bike, with a new, lower frame and more tarmac-derived styling, and the opportunity to lower the seat height by an extra 40mm with a different link for the rear shock, if desired. At 324 pounds dry, the Suzuki is also the lightest bike in its class, partly thanks to the more compact new version of the oil-cooled 644cc engine, as well as the smaller 3.434-gallon fuel tank - a whopping 1.85 gallons smaller than the old one.

Kawasaki also upped the ante in the superbike stakes with the Paris launch of their ZX7R, which is a development of the bike on which Russell won the World Superbike title in '93. The biggest change is the new ultra-short-stroke engine, measuring 73 x 44.7mm compared to the previous model's 71 x 47.3mm, aimed at providing shorter, straighter inlet tracts, larger combustion chambers and lower piston speeds - as well as "higher rev potential," says Kawasaki. Given that the Russell/Gobert Muzzy Kawasakis spin to 14,700 rpm, does this herald the arrival of the first 15,000-rpm superbike racer? Delivering 125 bhp at 13,000 rpm, the Ninja ZX7RR is a supersports version of the single-R base model, with 41mm Keihin flat-slides instead of 38mm CVs, a close-ratio 6-speed transmission, and a fully adjustable chassis for the first time on a Japanese street bike - trail/castor angle, swingarm pivot and wheelbase, as well as ride height can be altered. The new alloy chassis has 5mm-wider beams than before for extra rigidity, with a similar suspension and brake package to the Suzuki - 43mm fully adjustable forks, and Tokico six-piston calipers (Nissins on the double-R) - and a lookalike twin-scoop ram-air intake system. But the Kawasaki weighs in at a surprisingly porky 447 pounds (441 for the ZX-7RR). The rear tire is a whopping 190/50ZR17, perhaps to distribute the weight more evenly?

Aside from the first Kawasaki to hit the showrooms with the D-CEL computerized ABS introduced back in '88 at the Cologne Show, but thus far never fitted to a production model (the GPZ1100 now features it as a cost-effective option for around $300), the Big K concentrated on the custom cruiser class, with a complete revamp of their neo-Harley range which makes the various-capacity V-twins even more Milwaukee-cloned, explaining their "Classic" subtitles. The VN1500 heads up the line with a new frame; torquier engine by viture of camshaft and ignition changes; a wider-ratio, 4-speed gearbox; and completely revised styling, with two-tone paintwork, lots of chrome and tank-mounted gauges. Hard to tell it from the real thing - or a Honda Shadow. The smaller VN800 and EN500 (the latter now fitted with chain final drive, rather than the belt used until now) have had similar revisions.

Honda may have had the least to say out of the Japanese Big Four at Paris, but they said it better than anyone else, with an evening launch beneath the Mona Lisa in the cellars of the Louvre museum, the highlight of which came when works superbike rider Aaron Slight demonstrated the ST1100's new traction-control system to advantage while turning a corner of the slippery stage in bottom gear. Before that, Mick Doohan had shown off the heavily revised CBR900RR FireBlade, more than 60,000 of which have now been built and sold since its launch three years ago. It has been completely updated with changes including a 1mm-larger bore that increases capacity from 893cc to 918cc. Power is up by 4 bhp to 128 bhp at 10,500 rpm, and torque has risen correspondingly as well. Weight is 3.31 pounds down at 404.55 pounds dry, and detail improvements to this best-selling sportbike include a stiffer crank with larger big-end bearings, new programed ignition, carb jetting, revised gear ratios, new rear suspension, new frame and swingarm dimensions to increase rigidity, and three bold new color schemes.

A similarly updated Africa Twin super trail bike - computer-controlled, linked braking with ABS on both wheels of the ST1100 - and a new 250cc twin-cylinder Rebel custom for beginners completed the short list of Honda novelties: Maybe they're holding back a rash of new bikes for the 50th birthday of Honda Motor Co. in 1996.

Which leaves Yamaha - and if you

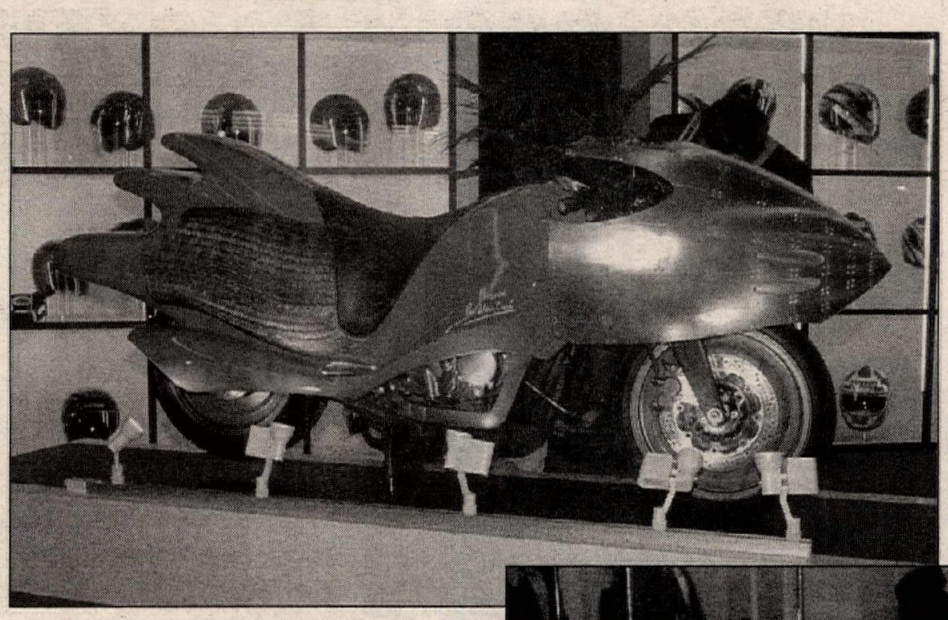
1995 Paris Motorcycle Show

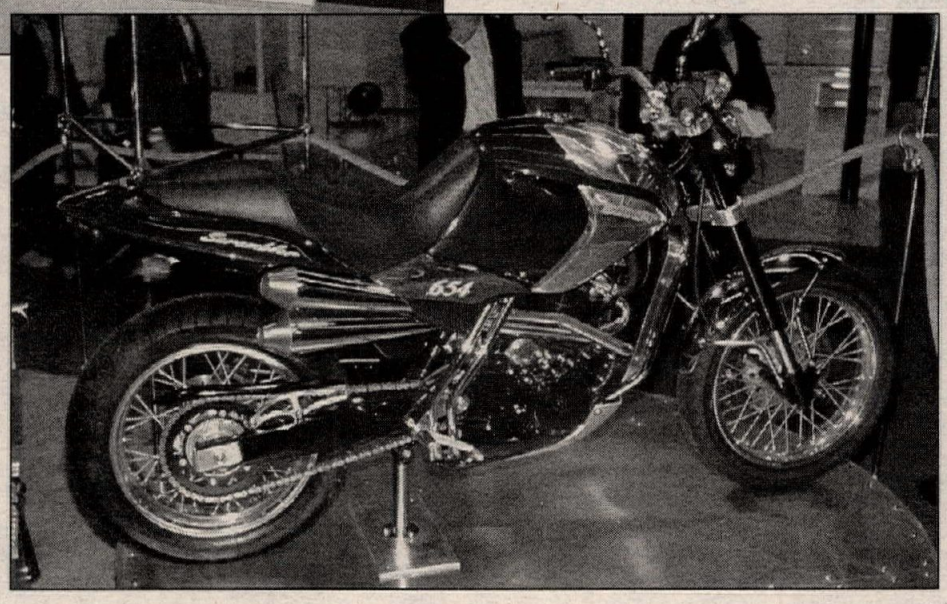
had a choice, you'd want to be a Yamaha dealer in 1996. To mark their 40th anniversary as a motoracycle manufacturer, Yamaha has thrown down a major gauntlet to their rivals - especially Honda - by relaunching their entire sportbike range, complete with a distinctive family-styling look first revealed on the SZR660 street single launched three months ago. The big surprise at Paris - in a high-profile launch that used the striking talents of a fleet of young two-legged models from the Elite Agency (Naomi and Elle couldn't make it, but their stand-ins stood up just fine) - was Yamaha's all-new contender for 600 Supersport supremacy, the YZF600R ThunderCat. The 16-valve slant-block motor uses a forced-air intake system to feed the 36mm CVKD carbs, and with lightweight forged pistons and a redesigned exhaust system delivers 100.1 bhp at 11,500 rpm on 12:1 compression. The lightweight Deltabox frame is based on the YZF750's, and fitted with the low-drag, shark-nose bodywork allows the bike to weigh in at 412 pounds dry. The 298mm front discs have new one-piece, four-pot calipers, with fully adjustable 41mm flex-resistant forks. Wheel sizes are 3.5 inch front and 5 inch rear, and Yamaha is very serious about going for gold in the Thunderbike GP support class with the new bike, which is bound to have a spinoff effect for supersport racing, too.

If the YZF600 was a complete surprise, its butch brother the YZF1000 ThunderAce was the long-awaited rival to the Honda FireBlade for sportbike supremacy. The 145 bhp, EXUP-equipped 1002cc slant-block engine is based on the old FZR1000 motor, but, apart from a different chassis mounting, has totally revised internals, including a lightweight crank, forged pistons, TPS-equipped 38mm BDSR carbs, and a new close-ratio five-speed gearbox. But it's the chassis package harnessing this meaty mega-motor - which delivers a claimed 17 bhp more than the FireBlade, in a bike weighing 32 pounds more - that really impresses, for Yamaha has simply slotted the big engine in a short wheelbase (56.5 inch) chassis closely derived from their YZF750 Superbike. Fitted with massive, fully adjustable 48mm forks, superbike steering geometry and drag-resistant bodywork, with a meaty swingarm and all-round adjustable Bilstein-type shock, the ThunderAce is a serious 'Blade runner.

As expected, Yamaha's Japan-only TRX850 sports twin came to Europe, in a trio of new colors that emphasized how little it actually shares with a 90-degree V-twin Ducati in spite of the slant-block parallel-twin's 270-degree crank throw and the Segale-type composite space-frame chassis: all-black, and blue or maroon with a silver frame, in case you wondered. The fact that the engine is painted silver rather than black as before lightens the look a lot. Suspension has been stiffened up to suit non-Japanese riding conditions, but otherwise Trixie is just as seen in Japan, where it's become a cult enthusiast's bike in just half a year since its launch back in March. Yamaha has also adopted the TRX motor for the revised version of the TDM850, which five years after its debut has been extensively modified, with power up from 73 to 77 bhp with the new engine (79.7 bhp for the TRX), and an all-new, shorter-wheelbase chassis with larger-diameter 43mm forks and radials. Styling has been completely changed for a more aggressive appearance with eagle-eyed twin headlamps and a larger fuel tank.

Most manufacturers would have drawn the line at this array of novelties - but not Yamaha, not this year. In addition to the four-stroke 250cc Majesty scooter already launched in Japan and now going to Europe, where it's likely to score high style marks in Italy and France, Yamaha also debuted what they justifiably claim to be the "ultimate custom bike" - the 1300cc liquid-cooled V-4 Royal Star XVZ1300A. Based on the Venture motor, the Royal Star is detuned to deliver 74 bhp with massive torque of 82 ft-lbs. at just 3700 rpm. The low-rider chassis (seat height is just 28.3 inches) delivers a 66.7-inch wheelbase. Styling for this unique entry into the custom market is unashamedly Harley-esque - except of course that there are *two* heavily chromed peashooter exhausts on each side!





(Above) One of the many strange sights in Paris was the Pheonix, featuring what looks like rattan and mahogany construction.
(Right) Using a 650 Aprillia motor, the Glynn Kerr-designed Boxer Scrambler features a chrome frame and weighs only 308 pounds.

Against this array of oriental machinery, the Europeans each had something new - even if in the case of Ducati/Cagiva it was only a 750cc version of the Monster custom. BMW had already launched its new R1100RT Boxer tourer at the Frankfurt Motor Show 10 days beforehand, but Paris was the first bike show it appeared at - same as Triumph's two new models, the all-new Adventurer 900 triple and heavily revised Trophy, available in both 900 three-cylinder and 1200 four guise. The Adventurer is strictly for the Transatlantic market, and is the second of the five different models based on the Thunderbird concept that Triumph plans to launch in coming years. Unlike the retrostyled T-bird launched a year ago, the Adventurer has only a single-seat option, with higher, more pulled-back handlebars to give more comfort in the wind. Styling is unashamedly aimed at America, though the mechanical package is unchanged from the 70 bhp T-bird triple.

Much more multinational in appeal is the new Trophy sports tourer, whose long-haul credentials have been seriously enhanced to the point that it represents a genuine threat to BMW supremacy in this market - at around 20 percent lower cost. This is one of those bikes that looks far better in the metal than any photo, the wind tunnel-developed curvaceous bodywork displaying a strong identity all its own. Though the mechanical package remains unchanged in both three- and four-cylinder models, Triumph has concentrated on adding comfort for long-distance riding, with a revised seat and handlebars, optional higher screen, repositioned footrests, new, distinctively styled twin headlamps with remote adjustment, and an all-new instrument pod which includes a fuel gauge and analogue clock. The twin 32-liter hard saddle bags are fitted as standard, yet in spite of their bulk blend in well with the overall styling, are easily detachable and each take a full-face helmet. The first of Triumph's new-generation models of five years ago to be completely overhauled, the Trophy deserves a trophy for hitting the touring target.

KTM has now standardized Marzocchi forks and Ohlins rear shocks across the board for their normal two-stroke range, while the LC4-engined four-strokes use WP suspension front and rear. This includes the 620 Duke which now at last has the long-awaited electric start that is likely to further intensify demand for the ultimate street rod whose success has taken the Austrian company's management by surprise. The kickstart is retained for those who like to impress their friends, or who reckon electric legs are for sissies. A Minarelli-powered Euro 125 beginner-class enduro is KTM's only 100-percent-new model, and is also the only one to use Paioli suspension front and rear. Aimed at the new 16-year-old market created by forthcoming new European licensing rules, the electric-start street/trail bike has a catalytic converter, disc brakes from the KTM 250EXC and a low (in offroad terms) 33.86 inch for the dual seat.

Also playing to their strength were MuZ, with the launch of yet another variation on the Yamaha XTZ660-engined Skorpion street single theme: the Skorpion Traveller. A downsized version of the new Triumph Trophy or BMW R1100RT, the Traveller comes standard with two 30-liter detachable cases and a full fairing, as well as upsized 316mm front brakes to cope with the extra weight of the 401.24-pound bike (the Skorpion Sport Replica with full fairing is 363.76 pounds) and its likely load. The Yamaha TRX850-engined Kobra made another appearance, but production has not been confirmed for 1996 as promised a year ago: Word is that MuZ is marking time on the project while talks continue with the Canadian Aquilini family to bring the BSA marque into the MuZ fold, in which case the Kobra would became a BeeZa and probably adopt the all-new 60-degree desmo V-twin engine designed for Norton/BSA by British engineer Al Melling.

Italian manufacturers sat on the sidelines at Paris, waiting for Milan - all except Laverda, who accelerated the introduction of their direct competitor to the Ducati Monster and Bimota Mantra, the naked Ghost 650 street rod. Retailing in Italy for slightly less money compared to the fully faired 650, the Ghost has faint V-Max reminders in the styling but is otherwise very individual, and uses the same basic DOHC air/oil-cooled 668cc parallel-twin engine as the rest of the born-again marque's current range. Camshaft and ignition timing have been changed to broaden the powerband, though, with power now on tap from 2500 rpm upward, instead of twice that, and a corresponding increase in midrange torque. Revised EPROM mapping for the Weber/Marelli EFI and a bigger airbox are also included, but the biggest change is the adoption of an all-new, steel-tube trellis frame instead of the 650's twin-spar alloy one, with slightly different geometry and either WP or Paioli forks - the final decision on which will come shortly, with production of the Ghost to begin in January.

A feature of each Paris Show is the wild-and-wacky specials the French persist in concocting, and though this year was no exception (see selection of weirdo bikes in photos), one of them is scheduled to make it into production as the ultimate street rod single: the Boxer Scrambler. Designed by Englishman Glynn Kerr, this latest product of Boxer Bikes boss Thierry Henriette's fertile imagination is based on a five-valve Aprilia 650 Pegaso motor, slotted into a distinctive, chromed, twin-tube steel frame with Pegaso forks and a Fournales rear shock. Weighing just 308 pounds ready for the street, the Scrambler is scheduled for production next year, either at Boxer's Toulouse workshop or, says Henriette, in Aprilia's own factory if negotiations with company boss Ivano Beggio prove fruitful, just as BMW's Funduro is built there on a contract basis. The French bike is a different kind of Boxer, though! CN

DIRT TRACK
Continued from page 12

The only real racing to be found on the track in the late stages of the main event was found in a four-man battle for the eighth spot where Pegram, Kopp, Springsteen and Varnes duked it out. Pegram appeared to be gaining an advantage on the other three as the fight raged on.

But in the end, just as he did at similar "heavy" half miles like Harrington, Delaware, and Lima, Ohio, it was Parker who flat left the competition with their tongues hanging out, and the reigning champion provided the fans with a bit of excitement as he wheelied his XR750 the length of the front straightway while taking the checkered flag to ceremoniously claim an unofficial "king of the cushion tracks" title. Carr, Davis, King and Atherton maintained a 20-bike-length separation as they crossed the finish line in that order. Evans led Coolbeth across for sixth. Pegram prevailed over Springsteen and Kopp for eighth place

As the Grand National season draws to a close at the upcoming Del Mar, the only milestones left for Parker lie in his chance at equaling his own record of 10 victories in a single season and upping the career win tally to 70. And with yet another Pomona victory under his belt, Parker may be looking forward to the final mile of the year, but not, he says, for either of those reasons.

"It will be worth nine grand to win that race," Parker said. "I'm here to make the cash."

883 NATIONAL

Though he may never regret his decision, Jay Springsteen may forever remember his refusal to participate in the AMA 883cc National as the turning point in a points chase that has showcased all the brutal beauty of a championship prize fight.

Prior to Denver, the 39-year-old Springsteen had a 33-point lead on 19-year-old Mike Hacker, 171-138, in a battle of young vs. old. But just when it seemed as though the aged warrior had his youthful opponent on the ropes, Hacker struck a painful blow when Springer wasn't looking by riding to his first National victory at Denver, closing the gap to just 13 points. Hacker then sent Springer reeling with another victory at the Springfield Mile while Springsteen could do no better than fifth, narrowing the rift to just six points. Another win by Hacker at the Sacramento Mile combined with a seventh-place finish by Springsteen brought his point differential to just one. The bludgeoning continued at Pomona.

Although Modesto Harley-Davidson's Matt Wait got in a few licks of his own by running away to a ho-hum victory in the 883cc main event, all eyes were on Hacker and Springsteen, whose chance at a one-on-one confrontation with the kid was spoiled by his own Bartels' teammates Eric and Ben Bostrom as well as Nate "Gator" Wait.

Eric Bostrom jumped to the initial lead in the 17-man, 12-lapper before brothers Matt and Nate Wait came forward to make trouble for the younger Bostrom. Matt Wait got by and pulled clear of Eric Bostrom while Nate Wait fell back into a battle with Hacker. The title-hungry Virginian promptly put away both Nate Wait and Eric Bostrom to pull into second, and hope.

His hopes were realized as Springsteen was mired in a three-way battle with Jess Roeder and Ben Bostrom. Try as he might, the former three-time Grand National champion could not shake his younger opponents loose, and

Continued on page 29

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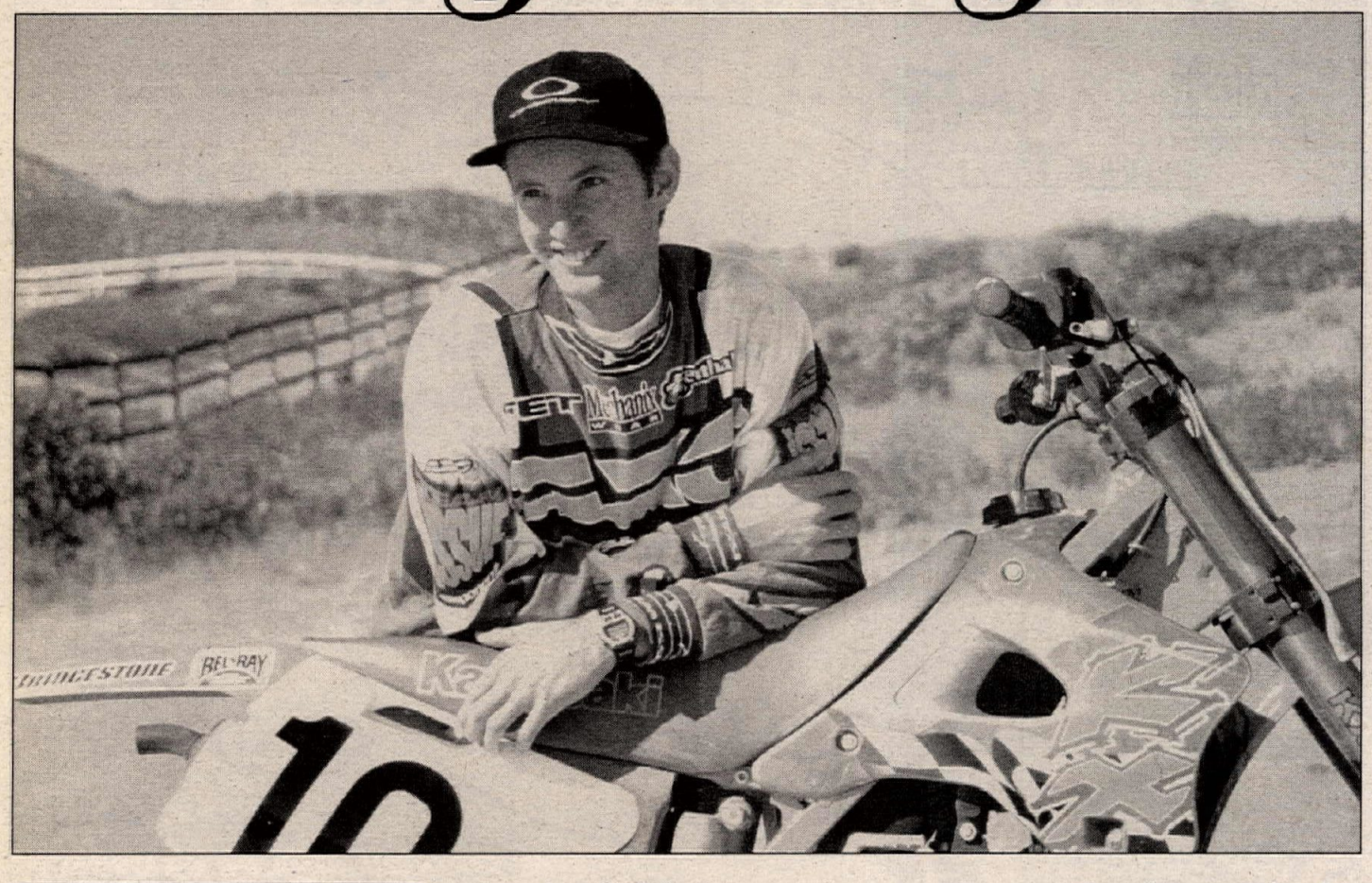
INTERVIEW **Damon Huffman**

Change is good



By Donn Maeda

Of all of today's motocross heroes, Damon Huffman is probably the quietest and most easygoing. In the pits, Huffman keeps to himself, often opting to stay put in the back of his box van with a couple of his closest friends. On the track, however, the 19-year-old puts on his race face and undergoes a 180-degree personality change.

After decimating the competition in the Western Regional 125cc Supercross Series, the baby-faced Suzuki rider from Acton, California, went on to take the early lead in the 125cc National Championship Series. Though Huffman remained winless throughout the year in the outdoor series, his finishes were consistent enough to keep him within striking distance in the final series point standings. Huffman ended up third behind Steve Lamson and Ryan Hughes.

In stark contrast, Huffman's performances aboard a 250 were far from impressive. At several of the East Coast Supercross races in which he could not compete aboard a 125, Huffman mounted a larger machine and attempted to do battle with the big boys - "attempted" being the key word. While Huffman looked unbeatable on his factory RM125, he looked painfully unsure of himself on the bigger Suzuki and most of his 250cc - lass performances were forgettable. Though Huffman won the preseason GFI Perris Invitational Supercross aboard a 250, it would be his sole shining moment in the quarter-liter division.

Having won two consecutive 125cc Supercross Championships, Huffman must make the jump to the 250cc class full time in 1996. Touted by many as the most naturally talented rider to come along since Jeremy McGrath, most have high hopes for the tall, lanky rider in spite of his '95 250cc-class performances.

Several changes have taken place in Huffman's race program - ones that he hopes will help him make a successful jump into the 250cc Supercross Series. After the conclusion of the '95 125cc National Championship Series, Huffman signed a three-year contract with Team Kawasaki. A graduate of the Kawasaki Team Green amateur program, Huffman is well aware of a green machine's capabilities, and feels that the change in machinery is just what he needs to make a splash in the premier indoor series. Preseason testing results have thus far been positive, with Huffman turning in some blazingly fast lap times at Kawasaki's private test track. Huffman's tuner of several years, Tony Berlutti, will not accompany Huffman as he ventures into the Kawasaki semi, instead opting to stay on at Suzuki. So far, it looks as if Brian Lunniss will spin the wrenches for Huffman in '96.

Looking back on the 1995 season, how do you feel about your performances in comparison to '94?

Well, supercross was definitely a lot better for me. I won six in a row and got two seconds. I wasn't disappointed in that one bit.

You clinched the Western Regional 125cc Supercross title at San Jose this year, but you finished second in the race and saw your win streak snapped. You didn't seem to be too disappointed about not winning them all.

Well, when I won four in a row, people were like "Hey, you can win them all!" Then I won five and then six. Then they said; "Only two more to go!" Then when I finally lost, instead of thinking about what I didn't do, I realized that I had already accomplished a lot. The year before it was sort of the same thing. I got taken out at the start and didn't win the race that I clinched the title at, and at the time I was upset. I didn't realize that I was the champion until later after I had cooled off. Some people gave me a hard time about that, and I think that I grew up a lot between last year and this year.

What was greater, the pressure that you put on yourself to win every race, or the pressure from those around you?

I think it was all the people that I associate with that put the pressure on me. I don't know. I thought that maybe I could have won them all, but I knew that if I didn't, I wouldn't be too disappointed. To do that would be really something, you'd have to be perfect every time. I wasn't really putting a lot of pressure on myself. Especially at Dallas in the rain. I wasn't expecting to win there. I looked at that race as just going out and having fun. I mean, I was on the starting line laughing. I was next to Hughes and we were like, "Man, this is going to be gnarly!"

So which of the two titles was more satisfying?

This year's, for sure. I won more and my worst finish was second, which isn't that bad.

All year long, you were obviously the fastest rider on the track. What makes you so much stronger than the other guys in that class?

On a 125 you really have to be smooth. All year I never really made any mistakes on my own. There were some races where I got the holeshot and went all 15 laps at full speed and never made one mistake. That's pretty hard to beat. On 125s you really have to carry your speed, you have to be precise.

Would you describe yourself as a pretty-precise rider?

Yes.

On that note, what happened to you when you threw your leg over a 250? Your results were far from good. How do you explain the contrast in your performances on the 125 and 250?

Well, I hate to bad-mouth anyone, but I never felt comfortable on a Suzuki 250. That's pretty much what I tell everyone, and that pretty much explains it. We just weren't prepared to race the 250.

You said at one race that you had to hold on real tight on the 250...

Yeah, when I would do a triple jump on my 125 I could relax in the air. On the 250 I would hold on as hard as I could because the bike would do something different every time I landed. Sometimes it would head shake, sometimes it would bottom, sometimes it would try to throw me off. Something wasn't right on that bike. After I won the first preseason race of the year at Perris Raceway, we were like, "Yeah, man! We're ready to race the 250!" But that track is more like an outdoor. It's not tight like a real supercross. After that, it just wasn't right.

You had a few spectacular crashes on the 250. Did they start to affect your confidence?

Maybe on the 250 only, but not on the 125. I mean I would have a crash on the 250, but the next week I would go out and win on the 125. I knew that it wasn't just me, because how could I go out and do what I do on a 125 and then do bad on a 250? They're very similar, there's just a little more power. There was something wrong.

When you would complain, did Suzuki try to fix the problem?

They told me that I needed to get stronger. But I would watch other riders do things on the track, and just know that I couldn't do it on my RM250. Even when I was sitting on the line revving up my bike, "Bbbbrruuuum...." And the guy on the line next to me on a Honda is like, "Braaaap, braaaap!" I just knew right away on the starting line that man, my bike sucks. I knew right then on the starting line that I wasn't gonna do good.

What about the 125cc National Championship Series. You led the series point standings for a good part of the season, yet you didn't win any races. Was this season better, because you were consistent? Or was last year better, because you won some Nationals?

Well, last year was good because I finally won a couple Nationals and that was pretty nice, but I was inconsistent. This year I was very consistent and that showed me that I could stay at the front of the pack. But then I started thinking about the points lead and all that. I actually expected to get taken over before I did. But this year I learned a lot, and learned that I can be a title contender. Towards the end the points-lead thing started to get to me, and so did all the contract-negotiation stuff.

So you were a little distracted by your contract negotiations at the end of the season?

Yeah, possibly. There are a couple tracks that I still don't like, and then there's the ones that I really like. Washougal, Hangtown, Binghamton, I like those, and I always seen to do good there.

As for your overall speed, were you faster last year when you won a couple races, or are you faster this year, and the competition is tougher?

I don't think I'm *slower*, I don't think that's possible. But this year there was a couple fast guys that surprised me. Guys like Ferry, Brown and Pichon. There's always a bunch of competition, but I think this year the guys were more consistent. Last year Emig had some DNFs and maybe Hughes crashed out a lot more. This year I would go 2-2 and get second, or 4-4 and get fifth, or 4-3 and still get fourth. It's just because the top five guys were so close all year long.

You mentioned Hughes a few seconds ago. Is the animosity between the two of you really as bad as it's hyped up to be?

Umm, no. Well, lately we've been testing together and we're really cool. This year there wasn't anything that happened between us. There weren't too many races where I raced with him. Well, at Vegas I raced with him for like

one lap. There was nothing really happening this year. I knew on a supercross track I didn't have to worry about him. But outdoors, he's a really good outdoor rider and we battled, but there was no run-ins.

How do you think the two of you will get along, now that you're on the same team?

Well, even before when there was friction between the two of us, it wasn't like me going over to him and wanting to beat him up. I might have gone over to him and said something, but then the other magazines write shit and blow it out of proportion. There's nothing personal, we played basketball together a lot this year on Saturday's before the Nationals, and lately, I've been seeing him every day at Kawasaki testing.

So your Kawasaki testing has already begun? Aren't you contracted with Suzuki through the end of the year?

Well, I'll be officially released from my contract at the end of October, but for now, things are just kind of low-key. Roger DeCoster and Roy Turner came to an agreement about Suzuki releasing me early, and Kawasaki releasing Mike LaRocco early for testing. I'll be on a Kawasaki at the Osaka and Tokyo Supercrosses.

You mentioned that you were a bit distracted by your contract negotiations. Did it get stressful, trying to sort out the Suzuki/Kawasaki/Honda/Axo/Fox deal?

Yeah, because every day that I was at home during the week, that's all we talked about. It was stressful, I didn't know what I wanted to do. I was really confused until Kawasaki stepped up and made things clear. For about a month, things were pretty ugly around here.

The dollar figures that I've heard are very impressive. That must be pretty incredible - five years ago you were on allowance, and now your making hundreds of thousands of dollars...

(Laughs) Yeah, I mean it's pretty neat. Hopefully, I'm still the same person. If I'm out at a mall or something, people don't know the money I make, because I don't show it.

I don't know, it's pretty cool. I like going to the bank.

You bought a house recently...

Yeah, it will be about a year pretty soon. That's about the biggest change in my life, but I still live with my mom and dad.

When you bought your house, did you do so with the intention of having your parents move in with you?

Yeah, I guess so. I pay all the major bills, and they do stuff like buy the groceries and pay some of the little bills. I get along really good with my parents, and I didn't want to really live alone. I would probably be pretty bored. I'm only going to be 20 in November.

So at 20 years of age, you own your own house and are letting your parents live with you. Is that your way of paying them back?

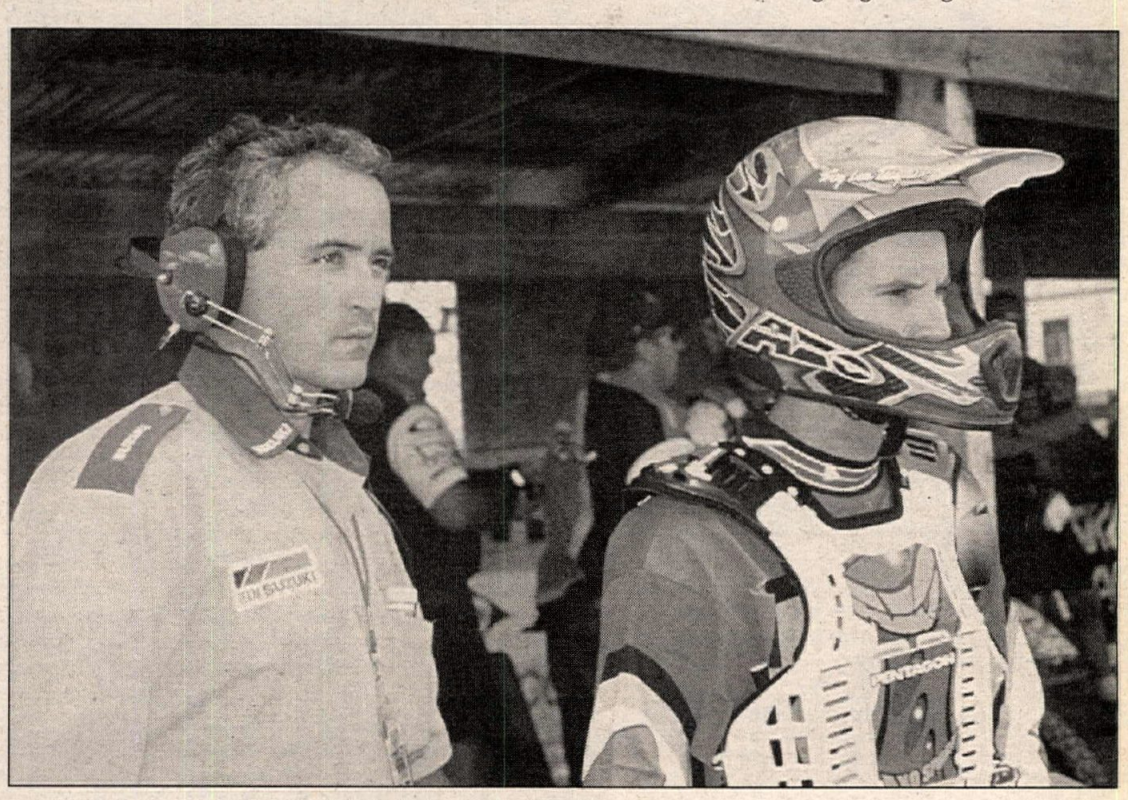
Yeah, it is. (Laughs) But it's also my dad's way of paying me back. Now that it's my house, I try to keep the garage really clean, and he'll just come in and throw his stuff around and leave things everywhere. It's funny because I used to do the same thing to him at the old house. It's funny how the roles have reversed.

I would assume that since it's your house, there's no curfews of any sort...

Well, they still look out for me, but it's not like they tell me to be home by 10:30 or anything.

The stereotypical role of a factory motocrosser is that of a real swingin' dude with loads of girls. How does that sort of thing work out with your parents living with you?

Oh, you mean my movie-star lifestyle? (Laughs) Well, the couple of girls that I met this year had to meet my parents. This one girl that I brought home - I was showing her around the house, and when I got to my bedroom she asked me why I was staying in the master bedroom. I said, "Well, because it's *my* house." I don't know if she thought I was lying to her, or if she didn't believe me, but that was the last time that I saw her. Then there was this girl from Florida that I flew in and she stayed with me for two weeks. Before she came my mom was like, "Oh, I'll get the spare bedroom cleaned up and ready for her." And that's where she stayed. That was my mom's approach to the situation.



Other than the house, have you splurged on anything else?

Well, I bought myself a car, but it's kind of my mom's. I gave it to her on Mother's Day, a BMW 325is. It's pretty nice, but sometimes I don't even drive it very much. I mean, I'm always going riding and I'm always in my truck. I feel kind of funny, though, you know? I'm kind of young, and I'm driving around in this sports car. Like when I pull up at a traffic light, I wonder what people think. I guess I shouldn't worry about that stuff, though.

A lot of people in your position flaunt their rewards. What's keeping you so realistic?

Well, when I drive the car, that's what I think it looks like. It looks like that's what I'm trying to do - show off - but I'm not. My friends all think it's pretty cool, but I guess that's why I don't drive it so much. Growing up, my parents were pretty strict, and I guess that's why I'm not getting a big head. My sister was always the troublemaker, but I was never in trouble. I've always been quiet and kept to myself.

So now that the season's over, what are you doing for fun?

Well, now I finally have a week or so off. Testing with Kawasaki is like a full-on job with all the testing. I haven't played golf in about a month, so that's what I'll do a lot of. I'll also do some trials riding, I like that. Trials is a little different type of training. It's fun, it's pretty safe, but you still have to use your clutch and throttle. I'm going to try my first trials competition this winter. I also ride my bicycles a lot. I'm going to try to get a lot stronger this winter on them.

Stronger... When Suzuki told you that you needed to get stronger on a 250, did you agree? Do you need to bulk up for next year's 250 series?

I don't think that was my problem. I've been racing 250s since I was 15 years old. And back then, I actually rode a 250 better than a 125.

What are your thoughts about racing a 250 next year, and about your new team?

I'm super-excited. The bike is great, and the team is going to be good. I had a lot of success in '91 as an intermediate aboard a Kawasaki. I won almost every race that year, even on the 250.

What are your goals for 1996?

Well, to win the outdoor 125cc series. It will be my third full year in that class. I won a couple Nationals in '94, and I was consistent in them in '95. Now I'm going to try and put both of those together.

A lot of people look to you as the next natural talent to come along and beat Jeremy McGrath. What do you expect to do in 250cc Supercross?

Well, I feel really good on the bike and I don't want to push it too soon. But look at McGrath - it kind of happened for him right away, and hopefully it will be the same way for me. If not, I think that after this first season I'll really know what 250 Supercross is all about. I definitely want to be on the podium. Winning one will be quite a task, but that will all depend on McGrath. I've beat everyone else in the class at one time or another, but I've never beat him. But top five in the 250 series and podium finishes are my goal.

For sure. CN

Final Round: Hackney Stadium

Hancock, Nielsen reign in the rain

By John Hipkiss

LONDON, ENGLAND, SEPT. 30

Denmark's Hans Nielsen went into speedway's record books as the first-ever winner of the World Individual Championship Series - but it was also a night of celebration for Californian Greg Hancock, who became the second American to carry off a Grand Prix win with his triumph in the final round of the series, the Grand Prix of Great Britain at London's new Hackney Stadium.

"This is the most special title for me because it has been achieved over six rounds," the jubilant Nielsen said afterward. "I think the Grand Prix has been a success generally, and if I stay fit, I want to do it again next year. Age can catch up with you though, and I do notice it occasionally, especially when I look at the young guys going well like Billy (Hamill) and Greg (Hancock)."

Nielsen lifted his fourth world crown after completing the formality at Hackney, finishing sixth on the night, which was more than enough to beat nearest rival, defending World Champion Tony Rickardsson of Sweden, whose runner-up finish in the series would force him to be content as a one-term World Champion. But Nielsen, who won the World Championship in 1986, '87 and '89, had been a class act throughout the six Grand Prix rounds, and the London meeting was only the first where he failed to qualify for the A Final.

The A Final race was won by Hancock who, at the age of 25, showed enough to suggest that both he and fellow American Billy Hamill could be champion one day soon. Hancock was the most consistent rider on the night, dropping just two points in his five qualifying rides on a water-soaked track which held up well considering the heavy rain throughout the night.

""I've got a taste for success now," Hancock. "And I want to go all the way next year and win the world title itself."

Hancock's place in the top eight was under threat from Sweden's Henka Gustafsson going into the meeting; if the young Cradely Heath skipper had been knocked from the top eight in the final standings, he would not be eligible for an automatic place in next year's series. He admitted that he felt a little pressure before the meeting to try and secure the spot, but his performance was ice cool, and he hardly showed any signs of nerves. It was a performance which underlined his growing maturity and confidence as a world-class speedway rider.

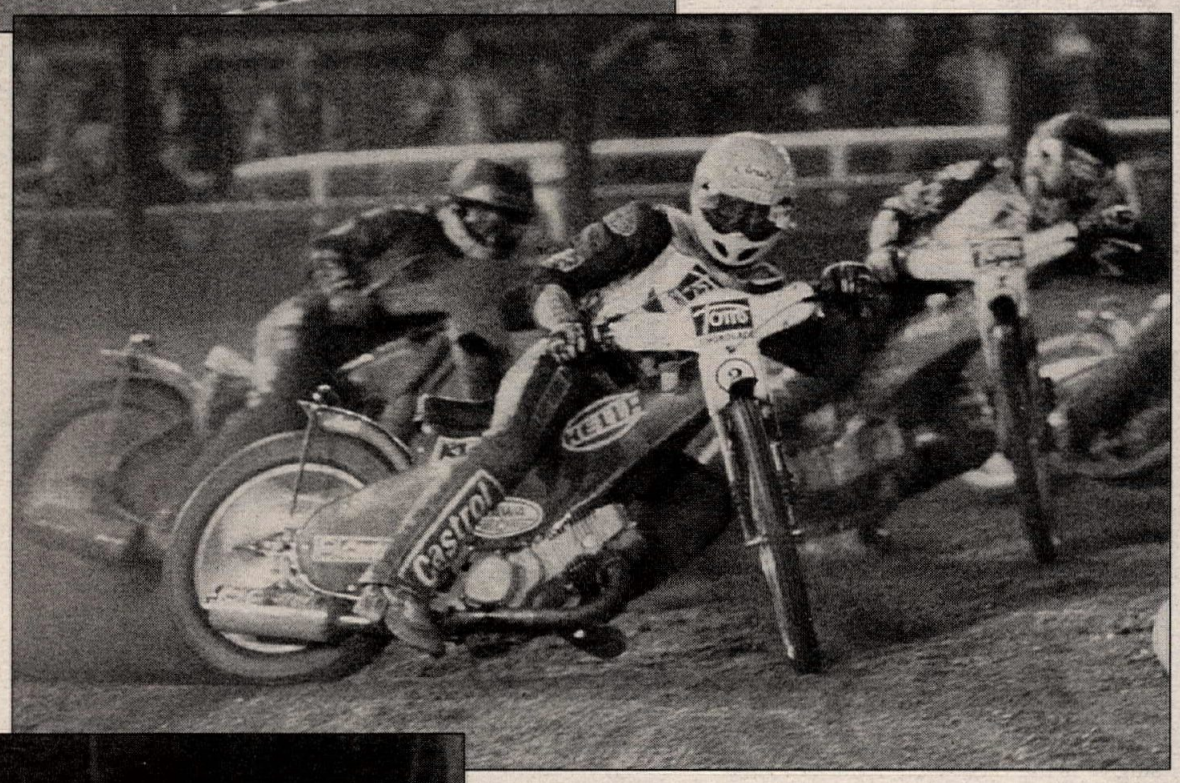
And the night was also a great one for America's "Sudden" Sam Ermolenko, who had an outside chance of finishing in the third spot in the series standings before the meeting. He managed to pull it off through a combination of great riding and a bad night for England's Chris Louis, who sat in third place overall before the event.

Ermolenko was not surprisingly a happy man after ascending to the World Championship rostrum for the fourth time as he added this third-place finish to that of his World Championship debut at Bradford, England, in 1985 and followed that up with an identical result at the two-day World Final at Amsterdam, Holland, in 1987. He reached the pinnacle of the sport with his victory in the World Final at Pocking, Germany, in 1993.

"I knew I had a chance of third place, but it was a long shot," Ermolenko said. "But when things started to go wrong for Chris Louis, I was there to take my chance."

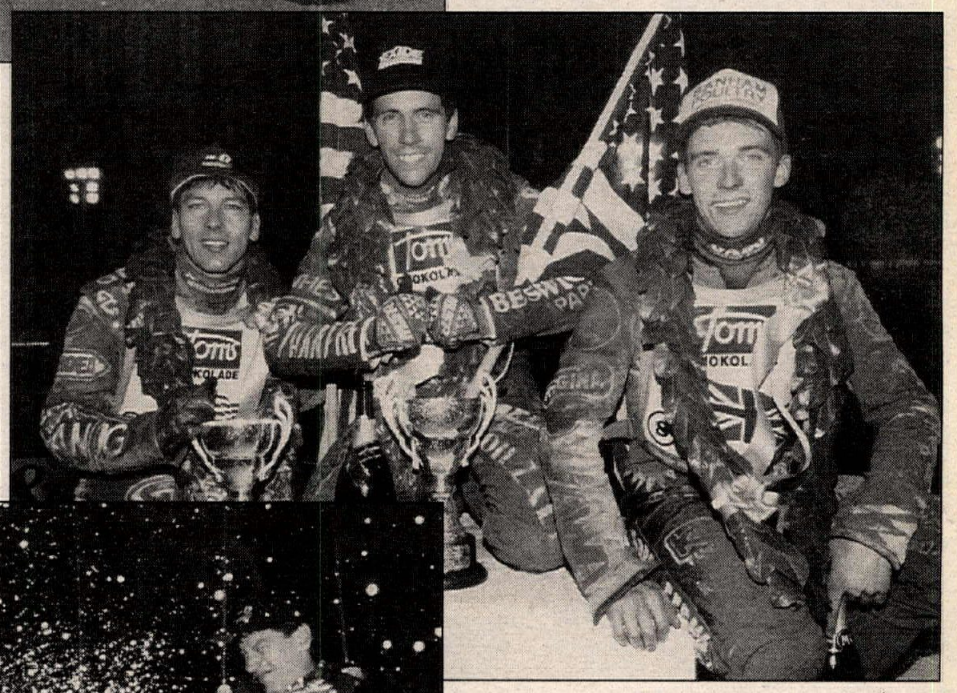
Ermolenko's achievement is all the more remarkable when you consider that he was well below par in the opening rounds. Indeed, before the penultimate stage at Vojens, Denmark, his place in the all-important top eight was in doubt.

Billy "The Bullet" Hamill also salvaged what threatened to be a disappointing night after suffering some bad luck at the starts with a victory in the B Final, and his 15 points were more than enough to give him fifth place in the series, once again a great achievement as he started the series in Poland as a reserve rider.



(Above) Greg Hancock (4) powers into the first turn ahead of Henka Gustafsson (7) and Mark Loram (8) while Sam Ermolenko (12) runs last in the A Final at the Grand Prix of Great Britain. Hancock went on to win while Ermolenko pulled off a sweeping move for second. (Right) All hail the king: Hans Nielsen (2) ascended to the world title with a second-place finish in the B Final, becoming the first Danish rider in history to earn four individual championships.

(Left) Ermolenko's runner-up finish in the A Final was enough to net him world number-three status for 1996. The most veteran rider of Team USA lifts the wheel in celebration.



(Above) Eight, nine,10...you're out!: Poland's Tomasz Gollob lies on the track after literally being punched out by Australia's Craig Boyce, who blamed the Pole for an accident involving the two in the C Final. (Right - left to right) Ermolenko, Hancock and Loram share a smile on the victory podium. (Below) Nielsen (center) is all smiles after being crowned with the first GP title. Former champion Tony Rickardsson (left) still managed second overall for the year while Ermolenko (right) charged to third place after poor early showings in the series.

QUALIFYING HEATS

Rain hardly helped, but there was little passing to excite the 11,000 who attended the Hackney round, although the riders tried hard to put on a good show.

Wild Card entry Jason Crump of England was a big success on his Grand Prix debut, winning heat one in fine style, and Ermolenko was forced to go wide and cut back in to get the better of Marvyn Cox. It was not a good start for Louis, who stalled at the start and never got going.

Nielsen and Rickardsson met in heat three, but it was an anticlimax for the fans as Nielsen fell when leading. He later expressed concern that the wet conditions were starting to make life difficult for the riders, and he seemed to be spot-on in his concern when Rickardsson fell in the rerun and sustained a broken collarbone while chasing England's Mark Loram. Rickardsson bravely carried on to secure his status as the world number-two.

Hancock and Hamill were drawn together in heat four and it was Hancock who made a dream start from gate three. Hamill worked hard to pass Gary Havelock of England for second place, not an easy thing to do as the rain was getting heavier.

Hamill was out again in heat five, and he may have been starting to feel that it was not going to be his night when the tapes caught him around the neck. Normally, the tapes should break in such a circumstance, but Hamill was pulled off the machine in what appeared to be a nasty-looking crash. He was not badly hurt and was able to take his place in the rerun only after pleading with race director Ole Olsson for more time to repair his damaged bike. In the rerun, Loram pulled off a fine ride and Hamill had to work hard again, this time passing two-time GP winner Tommy Knudsen of Denmark down the back straight.

Crump was out again in heat six and continued his brilliant form with a hard-fought win over Gustafsson, and Rickardsson, who held on well despite being in obvious pain.

Ermolenko was one of the most spectacular riders on show as he displayed great control of the bike in difficult conditions, and his pass on Tomasz Gollob was simply brilliant. He went around the outside of the Pole in the early stages of the race while Nielsen could only watch back in third place.

Hancock made it two wins out of two with a victory in heat eight, taking advantage of the outside gate position to edge out Boyce and Sweden's Mikael Karlsson while Louis finished a dreadful last. But Hancock was brought back down to earth by the master himself, Nielsen, in heat nine when the Dane swept around him on the outside of the first two turns. Nielsen was on gate four, and the fact that Hancock got close to him from gate two made it a good effort.

Crump went three-for-three with a win in heat 10 as once again the winner came from gate four over Knudsen, Boyce and England's Andy Smith, who ran in last place in six events.

Ermolenko was surprised by Havelock in heat 11, but Havelock was on the outside and made no mistakes as he swept around Ermolenko, who rode a steady pace to pick up another couple of points over Loram with Karlsson running at the back of the field.

Hamill had another scare in heat 12 when he fell in the first turn after clashing with Louis. Some experts claimed Hamill was at fault and was lucky to be allowed back for the rerun, but others felt it was nothing more than first-turn bunching. The worrying part was that Hamill took his time to get up, but he did so and gained third place in the rerun in a race won by Gollob.

Havelock, who has suffered a nightmare Grand Prix Series, was a clear winner of heat 13 when he passed Cox in the first turn and made no mistakes for another three points.

Hamill was in the thick of the action again in heat 14 when he was the victim of a tough, first-bend crash, but again everyone was allowed back in, and Nielsen won the rerun. Crump edged out Hamill, who had to settle for another third place.

Ermolenko produced one of the best rides of the night in heat 15 when he passed Knudsen with a brilliant move. The Dane went from first to third, and Hancock was happy to take advantage by grabbing second place and take his place alongside Ermolenko, Gustafsson and Loram in the A Final.

The final few heats were nothing special as Nielsen was already assured of the title, and the A Final was clear cut. They were, however, highlighted by another good ride from Havelock in heat 20 as he defeated Nielsen, who mysteriously and dramatically slowed during the race.

GRAND PRIX HEATS

The D Final was interesting as Louis made up for earlier disappointments with a brilliant ride to pass Marvyn Cox on the line, but again there was a question mark over this as Cox may have been trying to help his countryman through for a high finish.

A most notable incident followed the C Final when Australia's Craig Boyce was excluded for violent behavior after being knocked off by Gollob in the race. Boyce was obviously an angry man, and when he was making his way back to the pits, he went over to Gollob, who was still on the starting line and staring at his own exclusion light in disbelief. The Australian caught Gollob right between the eyes with a right hook that sent the Pole crashing to the ground. The act brought cheers from the fans, but the referee was not impressed nor were FIM officials, who fined Boyce approximately $800 for his actions.

"He has been taking guys out aggressively all series," Boyce said. "And maybe I shouldn't have done what I did, but I was so angry with him. He needs to be stopped. You see guys getting hurt, and yet idiots like him are allowed to get away with sticking people in the fence at high speed."

Gollob was fined for his part in the incident as well, and the Pole did feel that he was harshly treated. Despite his lack of English, it was plain for all to see that Gollob was angry.

In the B Final, Hamill drew gate four, which was the favored gate of the night and got the trap on Nielsen to lead the race from the start to finish. But Nielsen's performance in the B Final still proved him worthy of the crown.

"When I came into the meeting, I knew that my chances were very good of winning the title," Nielsen said. "But I was still relieved it was all over."

Wild Card entry Crump fell while trying to pass Nielsen for second and wound up fourth behind Havelock.

Hancock had the most points for the first pick of the gate, and he immediately walked up to the start line and drew the yellow flag, indicating the outside gate four, and donned the yellow helmet cover. Gustaffson went next and drew gate three, while Ermolenko strangely chose the inside gate, which was the worst all night long. Loram was left with gate two.

Hancock blasted into first straight across everyone else while Loram and Gustafsson were busy with each other in second and third. Ermolenko tailed off last but swept under his two opponents in turn two to steal second place and attempt to chase down Hancock. But the young American was never to lose his lead in the follow-the-leader affair as he crossed the finish line some four bike lengths in front of the 1993 champion. Loram beat Gustafsson across the line for third place.

"These meetings are very tough, so I was delighted to win it," Hancock said. "I knew I had to do well, and I'm so pleased it all worked out for me." CN

Hackney Stadium
London, England
Results: September 30, 1995 (Final round)

QUALIFYING HEATS

O/A POINTS: 1. Greg Hancock (13 points); 2. (TIE) Henka Gustaffson/Sam Ermolenko (12); 4. (TIE) Mark Loram/Jason Crump (11); 6. Gary Havelock (10); 7. Hans Nielsen (9); 8. (TIE) Billy Hamill/Tomasz Gollob/TommyKnudsen (7); 11. Craig Boyce (5); 12. (TIE) Tony Rickardsson/Mikael Karlsson/Marvyn Cox (4); 15. Chris Louis (3); 16. (TIE) Andy Smith/Jan Staechman/Josh Larsen (0).

GRAND PRIX HEATS

D FINAL: 1. Chris Louis; 2. Marvyn Cox; 3. Mikael Karlsson; 4. Andy Smith.

C FINAL: 1. Tommy Knudsen; 2. Craig Boyce; 3. Tomasz Gollob; 4. Tony Rickardsson.

B FINAL: 1. Billy Hamill; 2. Hans Nielsen; 3. Jason Crump; 4. Tommy Knudsen.

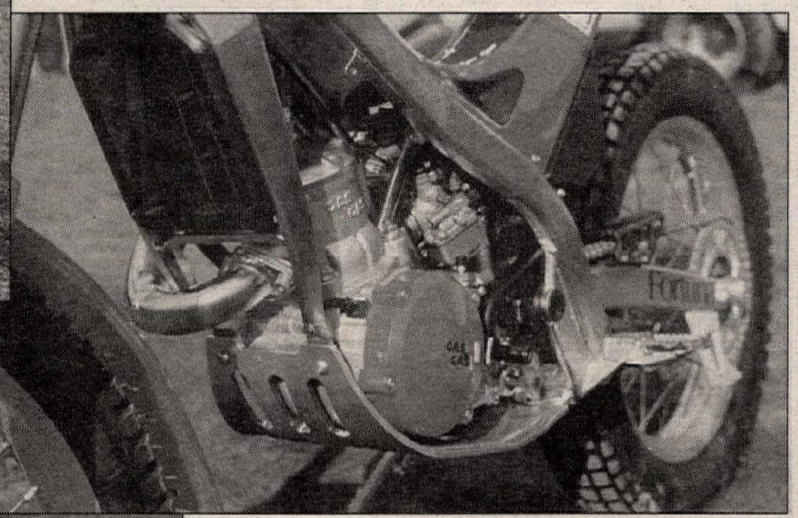
A FINAL: 1. Greg Hancock; 2. Sam Ermolenko; 3. Mark Loram; 4. Henka Gustaffson.

WORLD INDIVIDUAL CHAMPIONSHIP SERIES POINTS STANDINGS (After 6 of 6 rounds): 1. Hans Nielsen (103 points/1 win); 2. Tony Rickardsson (88); 3. Sam Ermolenko (83); 4. Greg Hancock (82/1); 5. Billy Hamill (80/1); 6. Mark Loram (77); 7. Chris Louis (77); 8. Henrik Gustafsson (73); 9. Tomasz Gollob (73/1); 10. Tommy Knudsen (67); 11. Craig Boyce (60); 12. Marvyn Cox (54); 13. Gary Havelock (45); 14. Andy Smith (38); 15. Jan Staechman (23); 16. Mikael Karlsson (17); 17. Peter Karlsson (16); 18. Gerd Riss (16); 19. Jason Crump (12); 10. Dariusz Sledz (10).

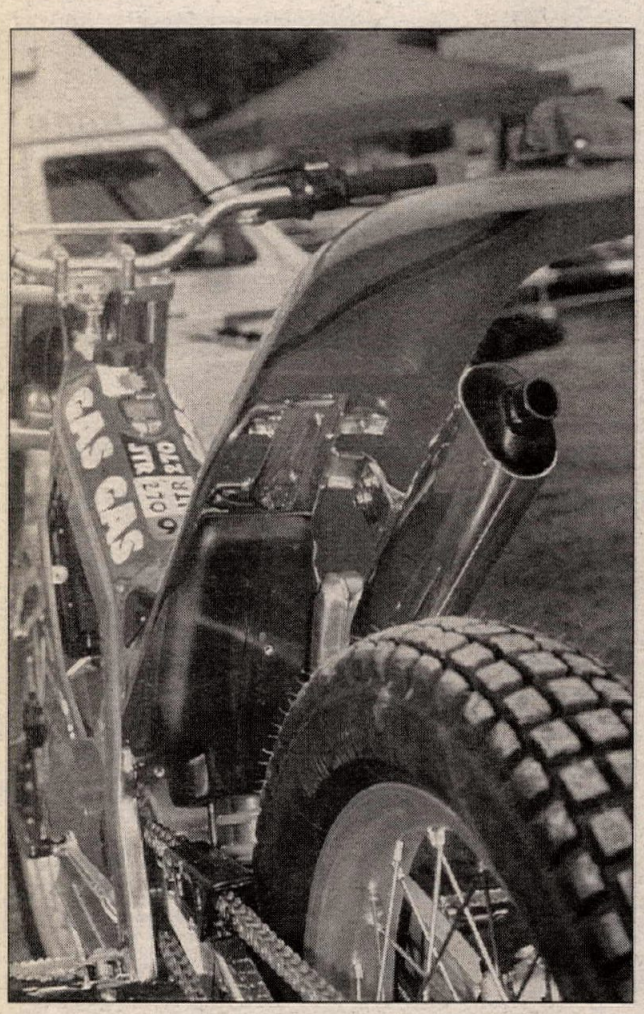
By Donn Maeda

As 22 teams from around the globe converged on Markt Piesting, Austria, for the 12th Annual Trial des Nations, three motorcycle factories used the occasion to debut their new trials motorcycles. On display at the September 25 event were the latest offerings from Gas Gas, Beta and Scorpa.

New



(Above) Seven-time World Champion Jordi Tarres and the machine he will use to chase after his eighth title. The JTR is basically the same as the bike he used throughout the '96 season.
(Right) A new skidplate protects the underside of the new motor. Though this engine was a 250cc version, production bikes will boast a 270cc powerplant. The new frame spars are much stronger than their predecessors.



(Above) The rear subframe is now a small support that is hidden under the rear fender. In addition to saving weight, the new design is said to lower the center of gravity.
(Right) The Gas Gas-made front forks are secured by a set of new triple clamps. Every '96 model will feature the new forks.

Gas Gas JTR

The Spanish-built Gas Gas JTR (Jordi Tarres replica) was actually a mock-up, boasting the frame, suspension and body work of the new bike, but lacking one of the actual 270cc engines. The display bike also lacked a fuel tank and the small plastic panels that reside on each side of the bike behind the radiator. The new bike features a new-style frame that features the same downtube design that was used by seven-time World Champion Jordi Tarres in 1995. While the new downtubes have a solid, beefy look, they're actually stamped pieces that are hollowed out in the back. Towards the rear of the bike, the familiar bolt-on subframe has been replaced by a sleeker unit that is hidden under the rear fender. At first glance, it appears as if the bike has no subframe at all.

In addition to the added displacement, the new 270cc engine has new crankshaft and cylinder head specs, as well as a new exhaust manifold, header pipe and larger muffler. The engine will be complimented by a new-style Dell'Orto carburetor with an oval diffuser. The radiator design is all new, as the bike has a rear venting system that sucks the hot air out from behind the radiator. The same design was tested on Tarres' machine throughout the '95 series. The airbox is larger, yet the overall seat height is two centimeters lower.

A new set of triple clamps hold the Gas Gas-built front forks, which have also been revised internally. Cosmetically, the bright-red plastic is accentuated by black-and-gold decals. For the first time in many years, an overabundance of sponsor decals does not come embedded in the rear fender's clear coat.

The Gas Gas JTR270 will be imported into the United States by Gas Gas USA. For more information, contact them at 7801 Eastside Dr., Kansas City, MO 64152, 816/741-7615.

(Above) Great Britain's Dougie Lampkin competed in Austria aboard a 1996 Beta Techno and, of course, gave the bike rave reviews.

Beta Techno

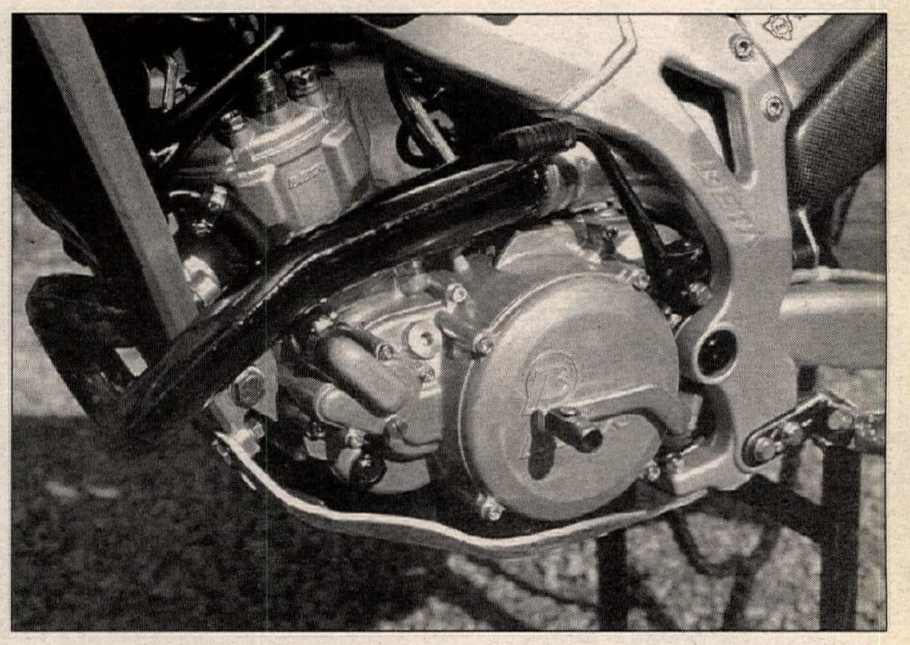
The most noticeable change that the Italian Beta Techno has undergone is in appearance. While the new black, orange and purple color scheme is eye catching in itself, the bike is further highlighted by a set of gold Paioli conventional forks. The conventional forks' tubes are titanium-nitride treated - the same process used on the works forks used by several of the series' top contenders. The process offers less stiction and lengthened oil life. A beefier fork plate offers greater front-end rigidity.

Other changes include a new digital ignition. The Ducati flywheel features a variable spark advance, which is controlled by an adjustable coil. The system is said to advance every 200 rpm, making for a smoother, more user-friendly powerband. The cylinder head has a different volume and squish, and a 26mm Mikuni carburetor replaces the old Dell'Orto. Displacement is still 250cc. The clutch has a larger-diameter driving piston, which is claimed to yield softer pull and better feel. A new exhaust pipe and stronger muffler mount complete the motor updates.

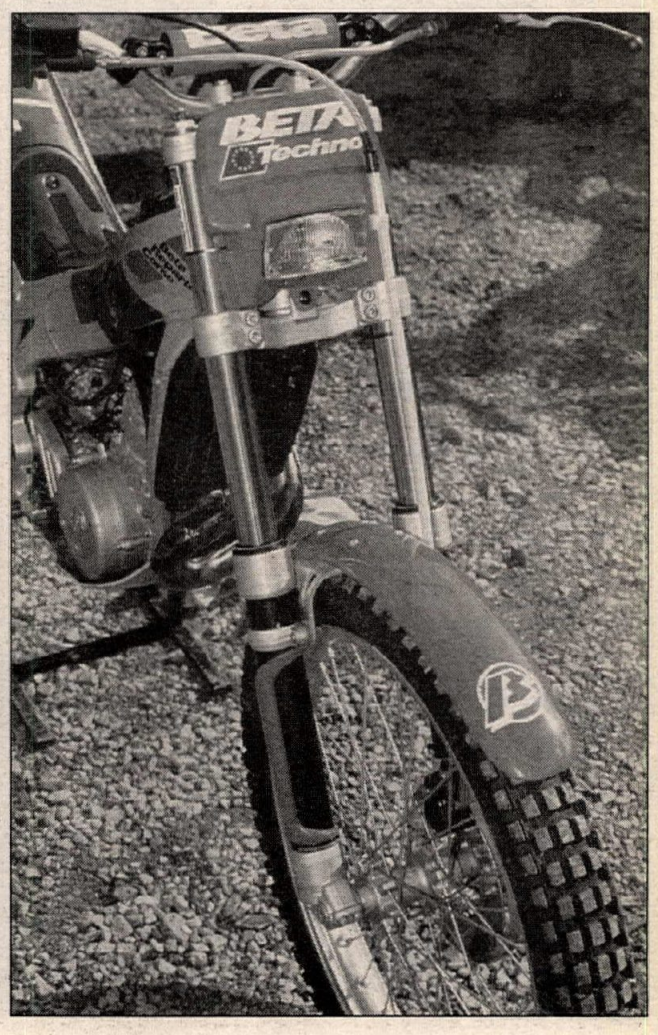
Chassiswise, the frame is largely unchanged, with the exception of the footpeg location. The rear brake disc was increased in size, and the caliper has a new mounting system.

The Beta Techno will be imported into the United States by Cosmopolitan Motors. For more information contact them at 301 Jacksonville Rd., Hatboro, PA 19040, 215/672-9100.

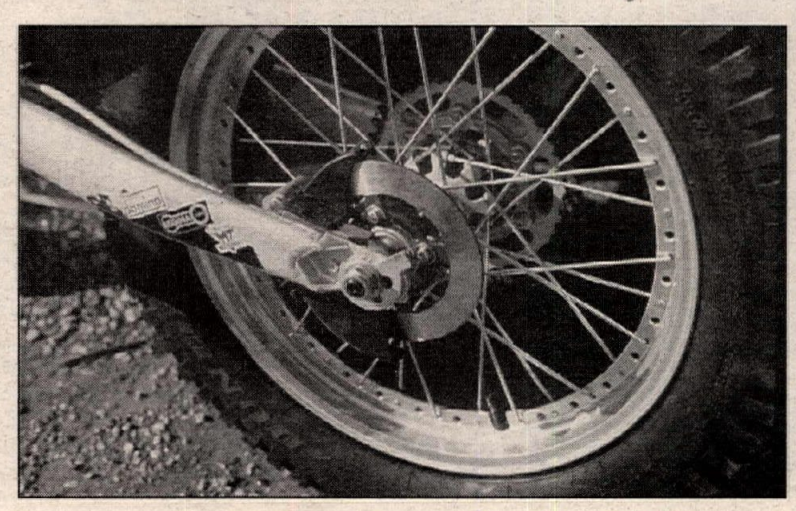
oonkers



(Above) A new exhaust pipe, Mikuni carburetor and Ducato ignition highlight the engine updates. (Right) The conventional Paioli forks are the biggest news. The tubes are titanium-nitride treated, and have an attractive gold finish.



(Right) The rear disk is a tad larger than previous versions, and is claimed to provide greater power and better feel.



Scorpa Easy

Rumors have circulated for some time now that the French Scorpa factory would unveil a radically different bike for 1996, and at the Trial des Nations, that rumor proved true. Dubbed the Easy, the new Scorpa on display was a preproduction unit, the only one presently in existence. The trick-looking motorcycle was roped off, away from gawkers who might have sat on and scratched the bike, and no technical information was made available.

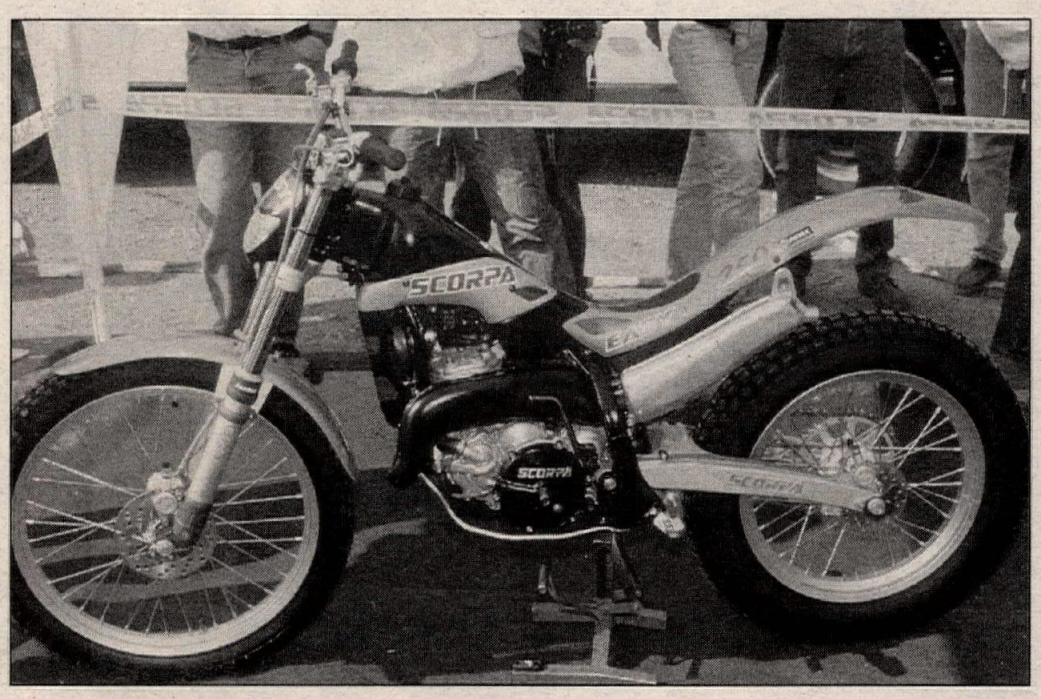
Looking at the machine, it's obvious that Scorpa has abandoned the popular perimeter-frame design in favor of the more traditional single-backbone, double-downtube style. The bike as a whole is tiny, much smaller than last year's Works 295. No subframe is visible, leading us to believe that it is housed inside the airbox and underneath the rear fender. The rear swingarm is a two-piece unit which is bolted together in the center, just in front of the wheel.

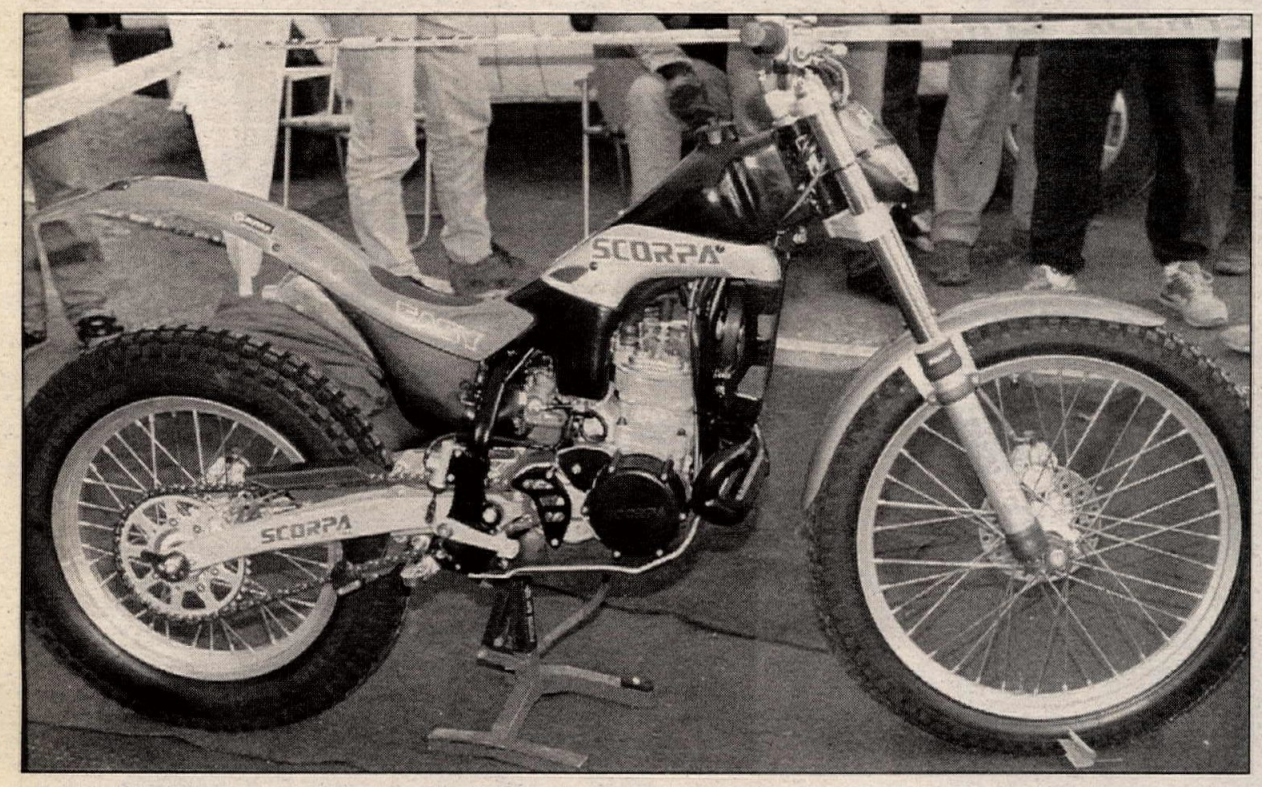
As for the engine, the Rotax powerplant doesn't appear to be changed externally, but that's not to say that the insides haven't been altered.

Conventional Paioli forks handle the suspension duties up front, and although we couldn't tell for sure, our guess is that a Boge shock takes care of the bumps in the rear.

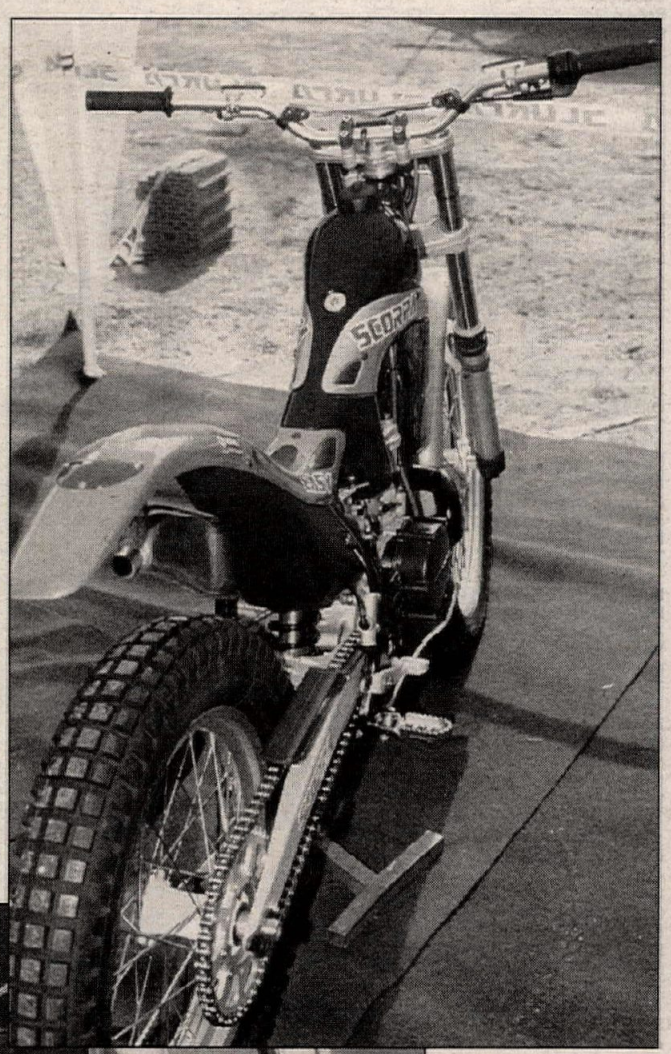
The bike is stunning, visually. From the insect-look headlight to the black and metallic pea-green fenders with purple highlights, the Scorpa is one of a kind.

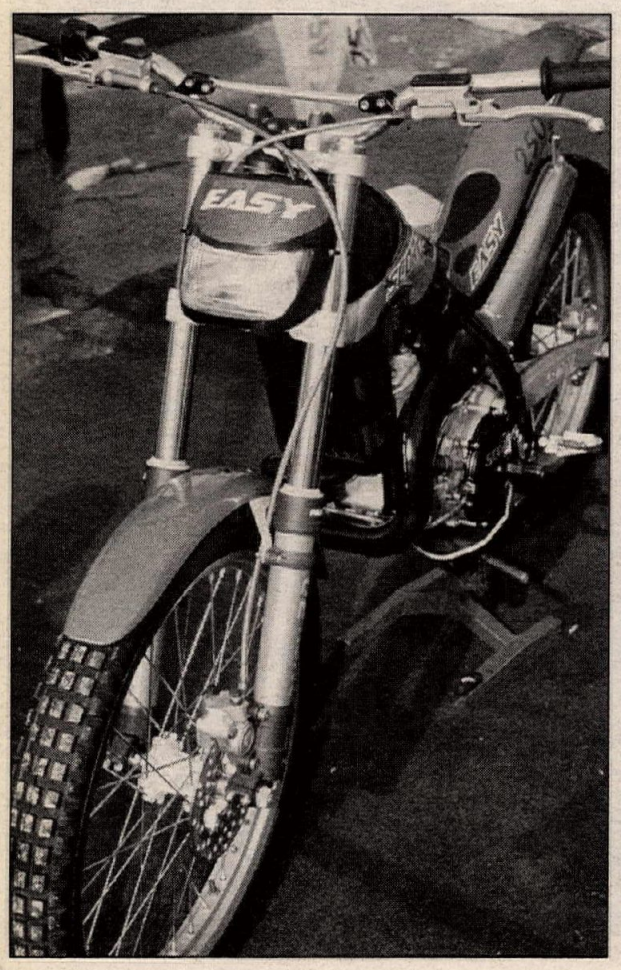
The Scorpa Easy will be imported into the United States by the Tryals Shop. For more information, contact them at RD1 RT38, Locke, NY 13092, 315/497-3268.



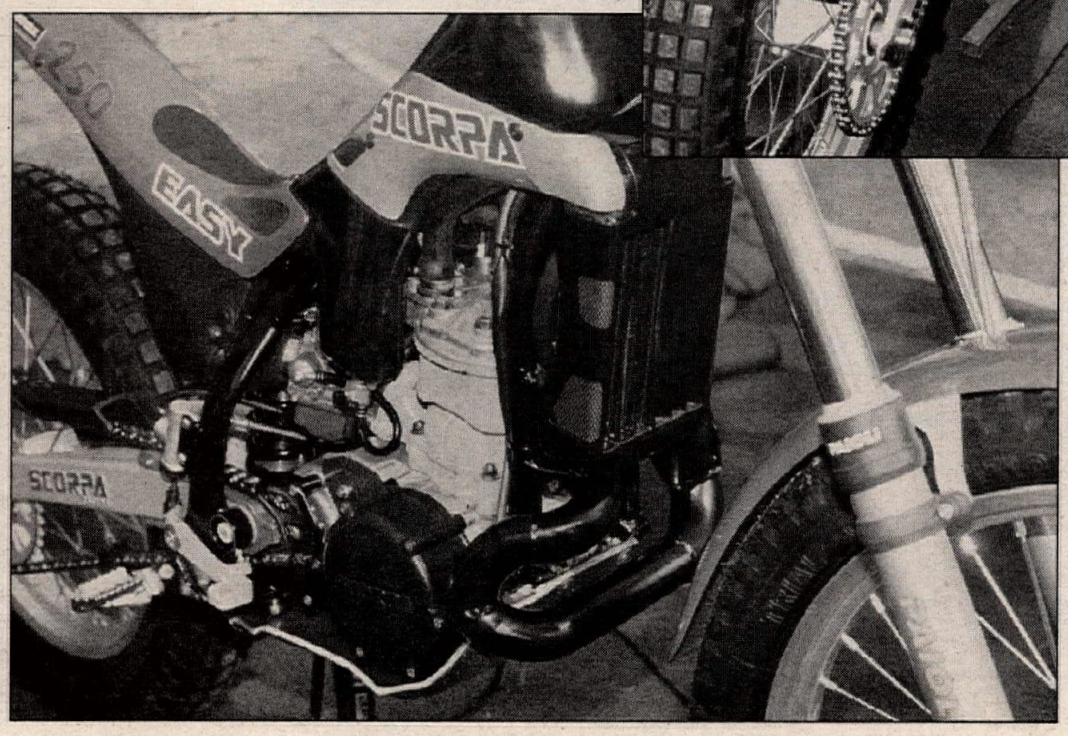


(Left) The Scorpa Easy 250 is a radical departure from last year's Works 295. The bike is much smaller than any other production trials bike. This particular bike is the only one in existence so far. Not even factory rider Graham Jarvis was allowed to ride it.





(Left) Conventional Paioli forks grace the front of the machine. The forks are silver and anodized purple. Check out the odd-looking headlight.
(Right) The Easy 250 is extremely narrow. A two-piece swingarm and a Boge shock soak up the bumps.
(Below) An Austrian Rotax motor powers the Easy. The engine is huge in comparison to the rest of the bike.



DIRT TRACK

Continued from page 21

all the daring outside-pass attempts and race-track craft he could muster were for naught. Springer was stuck back in seventh place at the finish.

Matt Wait took the win followed by Hacker and Eric Bostrom. Nate Wait was fourth with Roeder fifth and Ben Bostrom sixth.

"I went into this race just wanting to get the holeshot so that I didn't have to race with Hacker and Springer," Matt Wait said. "I decided it would be safer to let them fight their own battle - behind me - and it worked."

Afterward, Springsteen reflected on the title race, which may be slipping from his fingers, with a rather business-like attitude.

"I'm gonna have to win Del Mar," Springsteen said stoically. "He's going to have to finish third or better."

Hacker offered little more.

"I don't want to say anything," an evasive Hacker said. "I'll worry about it next week in the main event." CN

Pomona Fairplex
Pomona, California
Results: October 8, 1995 (Round 23 of 24)

HEAT 1 (10 laps; 10 riders, top 2 transfer): 1. Garth Brow (H-D); 2. Chris Evans (H-D); 3. Geo Roeder II (H-D); 4. Ken Coolbeth Jr. (H-D); 5. Matt Wait (H-D); 6. Clint Vahsholtz (Hon); 7. Eric Bostrom (H-D); 8. Jess Roeder (H-D); 9. Steve Mayfield (H-D); 10. Gary Rogers (Hon).
Time: 5 min., 07.04 sec.

HEAT 2 (10 laps; 10 riders, top 2 transfer): 1. Will Davis (Hon); 2. Chris Carr (H-D); 3. Terry Poovey (Hon); 4. Brett Landes (Hon); 5. Jay Springsteen (H-D); 6. Danny Koelsch (H-D); 7. Ian Segedy (H-D); 8. Les Washbon (H-D); 9. Paul Lynch (H-D); 10. Lonnie Pauley (Hon).
Time: 5 min., 05.52 sec.

HEAT 3 (10 laps; 10 riders, top 2 transfer): 1. Scott Parker (H-D); 2. Kevin Atherton (H-D); 3, Steve Beattie (H-D); 4. Kevin Varnes (Hon); 5. Davey Camlin (H-D); 6. Chance Darling (Hon); 7. Jason Fletcher (H-D); 8. Andy Tresser (Duc); 9. Mike Inderbitzen (H-D); 10. Don Estep (H-D).
Time: 5 min., 08.16 sec.

HEAT 4 (10 laps; 10 riders, top 2 transfer): 1. Rich King (Hon); 2. Joe Kopp (H-D); 3. Larry Pegram (H-D); 4. Dan Butler (H-D); 5. Ben Bostrom (H-D); 6. Mike Hacker (H-D); 7. Allon McBee (H-D); 8. Ted Taylor (H-D); 9. Paul Bergstrom (Hon); 10. Lance Jones (H-D).
Time: 5 min., 09.85 sec.

SEMI 1 (8 laps; 10 riders, top 3 transfer): 1. Ken Coolbeth Jr. (H-D); 2. Kevin Varnes (H-D); 3. Ben Bostrom (H-D); 4. Terry Poovey (Hon); 5. Jason Fletcher (H-D); 6. Danny Koelsch (H-D); 7. Eric Bostrom (H-D); 8. Paul Lynch (H-D); 9. Ted Taylor (H-D); 10. Gary Rogers (Hon).
Time: 4 min., 10.51 sec.

SEMI 2 (8 laps; 11 riders, top 3 transfer): 1. Dan Butler (H-D); 2. Brett Landes (Hon); 3. Geo Roeder II (H-D); 4. Davey Camlin (H-D); 5. Ian Segedy (H-D); 6. Allon McBee (H-D); 7. Andy Tresser (Duc); 8. Clint Vahsholtz (Hon); 9. Lance Jones (H-D); 10. Steve Mayfield (H-D); 11. Lonnie Pauley (Hon).
Time: 4 min., 07.95 sec.

SEMI 3 (8 laps; 10 riders, top 3 transfer): 1. Larry Pegram (H-D); 2. Steve Beattie (H-D); 3. Jay Springsteen (H-D); 4. Chance Darling (H-D); 5. Mike Hacker (H-D); 6. Les Washbon (H-D); 7. Jess Roeder (H-D); 8. Paul Bergstrom (H-D); 9. Mike Inderbitzen (H-D); 10. Matt Wait (H-D).
Time: 4 min., 11.52 sec.

GRAND NATIONAL (25 laps; 17 riders): 1. Scott Parker (H-D); 2. Chris Carr (H-D); 3. Will Davis (Hon); 4. Rich King (Hon); 5. Kevin Atherton (H-D); 6. Chris Evans (H-D); 7. Ken Coolbeth Jr. (H-D); 8. Larry Pegram (H-D); 9. Jay Springsteen (H-D); 10. Joe Kopp (H-D); 11. Kevin Varnes (Hon); 12. Dan Butler (H-D); 13. Geo Roeder II (H-D); 14. Garth Brow (H-D); 15. Steve Beattie (H-D); 16. Brett Landes (Hon); 17. Ben Bostrom (H-D).
Time: 12 min., 37.96 sec.

AMA GRAND NATIONAL CHAMPIONSHIP SERIES POINTS STANDINGS (After 22 of 24 rounds): 1. Scott Parker (300 points/9 wins); 2. Rich King (215/1); 3. Chris Carr (204/3); 4. Will Davis (190/1); 5. Kevin Atherton (181/1); 6. Steve Morehead (146/1); 7. Jay Springsteen (143/1); 8. Ronnie Jones (117); 9. Kevin Varnes (116/2); 10. Davey Camlin (95/1); 11. Mike Hacker (86); 12. Steve Beattie (73/1); 13. Larry Pegram (70); 14. Joe Kopp (65); 15. Terry Poovey (61); 16. Kenny Coolbeth Jr. (55); 17. (TIE) Brett Landes (54/1)/Dan Butler (54); 19. Georgie Price IV (43); 20. Davey Durelle (41).

AMA 883cc NATIONAL (12 laps; 17 riders): 1. Matt Wait; 2. Mike Hacker; 3. Eric Bostrom; 4. Nate Wait; 5. Jess Roeder; 6. Ben Bostrom; 7. Jay Springsteen; 8. Jason Fletcher; 9. Paul Bergstrom; 10. Clint Vahsholtz; 11. A.J. Herrera; 12. Gary Rogers; 13. Joe Winston III; 14. Eddie Dixon; 15. John Wincewicz; 16. Doug Beattie; 17. Lance Jones.

AMA 883cc NATIONAL CHAMPIONSHIP SERIES POINTS STANDINGS (After 16 of 17 rounds): 1. Mike Hacker (227/3); 2. Jay Springsteen (220/8); 3. Jason Fletcher (119); 4. Georgie Price IV (107); 5. Matt Wait (97/2); 6. James Hart (90/1); 7. Nate Wait (89); 8. Doug Beattie (86); 9. Lance Jones (76/1); 10. Jess Roeder (70); 11. Ben Bostrom (57); 12. Keith Jacobsen (48); 13. (TIE) Dale Jenneman (47)/Eric Bostrom (47); 15. Bret Beyer (43); 16. (TIE) Paul Bergtsrom (36)/Tommy Colson (36); 18. Robert Miller (25); 19. Randy Texter (24); 20. Recil Hart (17).

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Round 24 - Del Mar, CA, October 15

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Round 10: Wilderness 500

Plessinger surges

(Above) Scott Plessinger came one step closer of defending his number-one plate at the Wildnerness GNCC. He scored the win ahead of series rival Scott Summers. (Right) Duane Conner (6) grabbed the early lead ahead of Doug Blackwell (7) and Fred Andrews (2) but would fall back to third by the time it was all over. Blackwell finished fourth and Andrews seventh.

By Davey Coombs

CLARKSBURG, WV, SEPT. 30

Team KTM's Scott Plessinger took a huge step towards retaining his number-one plate in the AMA Grand National Cross Country Series when he captured the 10th round overall win at the Wilderness GNCC in central West Virginia. The defending Champion took advantage of a late miscue by title rival Scott Summers to secure his place at the top of the points standings with just two rounds left in the series.

"There's a lot of racing to go, but I feel comfortable going into the last two races," said Plessinger, who also has a pair of National Hare Scrambles titles to his credit. "If I can just stay in front of Scott and Fred (Andrews)..."

Finishing a season-high third overall at the Wilderness GNCC was Yamaha-mounted Duane Conner, who led a considerable part of the first hour. Fellow Yamaha riders Doug Blackwell and 250cc A-class winner Brian Keegan rounded out the top five. Like Conner ahead of them, the results matched a season-best for both of them. Championship contenders Fred Andrews and Tom Norton suffered costly mechanical woes at Clarksburg and saw their title hopes suffer considerably. Andrews, another early leader, busted his gear shifter at the midway point and crossed the finish line seventh overall. Norton's day was even worse - he lost his brake twice before finally quitting all together.

"I'm still in good shape, but I need to finish in the top two because top three just isn't good enough," said Andrews before the race. "Plessinger and Summers both had a lot of good races, so top three is not enough. The series has four or five riders that can win any race, but it's come down to the three of us." To date, Plessinger has four race wins, Summers has three wins, and Andrews has taken two overalls. The other race winner was California's Ty Davis, who won the opening round of the 12-race series in Florida. With a rider's best eight scores counting towards the final tally, Plessinger is now in control of his own destiny.

The event marked the first time the Wilderness GNCC appeared on the series schedule. The rescheduled event, originally planned for an Ohio facility in June but postponed due to a summer-long drought, was held on Saturday rather than Sunday so as not to conflict with a huge benefit race the next day in Ohio. The change also meant that the bike race would precede the ATV event and ensure tight, virgin trails of the roomy Wilderness Water Park.

"This is will be a true hare scrambles, and that's what I like," said Plessinger before the run. "Maybe this will slow the early pace down a little for everyone." The hilly course measured more than 11 miles in length, most of which was through closely knitted trees. Lap times hovered just over the 30-minute mark throughout the afternoon. More than 200 riders attended the event.

Plessinger suffered a terrible start, going into the woods in last place, but was still able to work his way up to fourth by the end of the first lap. Summers had an even-worse opening lap.

"I hit a tree on the first lap and that's why I was so far behind," said Summers. "I had to stop and bend the brake pedal back out, but it was still sticking out a little bit." Summers completed the first lap right behind Plessinger, who himself was following the Yamahas of Conner, Andrews and Doug Blackwell.

"I got the holeshot for once, and I'm not usually one for starts," said Conner, who hails from southwestern Pennsylvania. "I got a little lead going, but I wrecked on a log and Andrews was able to pass me. After that I just rode the best that I could."

Andrews had seized the lead by the end of the second lap with Sports Cycle's Racing's Conner back in second. Summers improved to third, Plessinger fourth and Blackwell fifth. But the third lap of the race belong to Plessinger, who catapulted himself into the overall lead with 10 seconds to spare on Summers and five more on Andrews. By this time season-long contender Tom Norton was out of contention.

"I was only a few miles into the third lap when, to my horror and dismay, I lost my brakes," reported Norton. "Every time I pushed the brake pedal I could hear air and fluid escaping through a hole in one of the hoses. This was definitely not the place to be riding without a rear brake."

Norton made it back to the pits for a stopper change but his new brakes went away not three miles back into the race. "I knew my race was over. I rode back to the pits and watched the rest of them battle it out," said Norton.

"There was a lot of stumps out there, so I don't know what I hit," said Andrews, who was bounced from the leaderboard when he caught his shifter on a solid object. That allowed Plessinger and Summers to pull away from the pack to settle the race between the two of them.

"Summers rode behind me all day, but then he reeled me in towards the end. I fell in a turn and he got around me," said Plessinger of the final battle. "I followed him and I could see that he had problems with his brakes. He kept running into things and he almost rode me off the track. He wasn't going to let me by. He launched off that berm in the bottom and started down into the trees - I could tell he was going to hit something. When he centerpunched that tree he just stopped all at once. I thought he was dead! I can't believe he got up and got second." Summers, battered and bruised, trailed in more than a minute behind Plessinger.

"I was having a really good ride, and I was all right with the bent brake pedal until the last lap," said Summers of his otherwise fine ride. "I was trying to make an effort to put more time on him when I messed up again. Finally he was right with me on the last lap and that's when I really crashed. I was looking down at the brake, trying to kick it back down with my foot when I missed that corner and slammed into those trees. They were each about a foot in diameter." Admittedly a little punch-drunk, Summers was able to remount but his hopes of winning were over.

"Mathematically, I'm still alive," added Summers of the title possibilities. "I just need to win the last two races and that's what I'm going to work hard to do."

"I'm really glad to be in the top three for a change," said Conner. "I was waiting to catch my second wind and go after those guys up front, but I think I used it all up at the beginning. I'd like to be in a little bit better shape because the pace for the top three guys is a lot different than it is back in fifth or sixth. They start going for it with an hour left!" Conner ended up finishing about two and one half minutes behind Summers, while West Virginia's own Blackwell checked in just two seconds after Conner.

"I was pretty consistent and I'm happy about that," said Blackwell. "The track was really good and tight. I don't know if it's because we rode before the quadcycles or just the way the land is here, but this was definitely my kind of track."

"I'm pretty excited about my results," said Brian Keegan, who has wrapped up the 250cc A title. "I've been training more and riding almost every day. It's just starting to come together for me now. If I can get in a little better shape I can hopefully be up there with Scott and Fred and those guys." CN

Wilderness 500
Clarksburg, WV
Results: September 30, 1995

O/A: 1. Scott Plessinger (KTM); 2. Scott Summers (Hon); 3. Duane Conner (Yam); 4. Doug Blackwell (Yam); 5. Frank Keegan (Yam); 6. Tom Carson (Hon); 7. Fred Andrews (Yam); 8. R.J. Bennett (Yam); 9. Daryl Conner (Yam); 10. Gene Onail (Kaw); 11. Craig Jones (Kaw); 12. Tim Shephard (Yam); 13. Jeff Russell (Yam); 14. Jeff Murgel (Yam); 15. Todd Morain (Yam); 16. Ross Benson (Suz); 17. Heath Bennett (Yam); 18. Jim Jarrett (Yam); 19. Curtis Bardonner (Yam); 20. Mark Hyde (Suz).

PRO: 1. Scott Plessinger (KTM); 2. Scott Summers (Hon); 3. Duane Conner (Yam); 4. Doug Blackwell (Yam); 5. Thomas Carson (Hon).

OPEN A: 1. Harvey Whitaker (Hon); 2. Wayne Perdue (KTM); 3. Michael Matoszkia (KTM); 4. Scott Fontaine (KTM); 5. Thomas Asher (ATK).

250 A: 1. Brian Keegan (Yam); 2. Daryl Conner (Yam); 3. Craig Jones (Kaw); 4. Todd Morain (Yam); 5. Ross Benson (Suz).

200 A: 1. Heath Bennett (Yam); 2. Jim Jarrett (Yam); 3. Curtis Bardonner (Yam); 4. Joshua McLevy (Hon); 5. Ronald Johnson (Hon).

4-STRK A: 1. Barry Hawk (Suz); 2. Ralph Thorn (Hon); 3. Don Bohn (Hus); 4. Steven Holbert (Hon).

VET A: 1. Tim Shephard (Yam); 2. Jeff Russell (Yam); 3. Jeff Nurgel (Yam); 4. Michael Holbert (Kaw); 5. Paul Curry (Yam).

SR 40+ A: 1. Tom Webb (Suz); 2. Terry Mealer (Yam); 3. Paul Michels (ATK); 4. Charles Dailey (Hon); 5. Alan Brutto (Kaw).

SR 50+ A: 1. Joseph Lojack (Yam); 2. David Dehner (Yam); 3. Donald Harless (Yam); 4. Patrick Freiburger (Hon); 5. Donald Rice (KTM).

OPEN B: 1. John Grimm (Yam); 2. Norman Stout (Kaw); 3. Jeff Corra (Hon); 4. Craig Goemmer (KTM); 5. William Kaufman (KTM).

250 B: 1. Tony Taraborrelli (Yam); 2. Darius Lattea (Yam); 3. John Shaffer (Yam); 4. Mark Pahanish (Kaw); 5. Chris Hicks (Kaw).

200 B: 1. Jeremy Berwanger (Yam); 2. Patrick Cumpston (Kaw); 3. Dave Ash (Yam); 4. Matthew Bennett (Kaw); 5. Jason Rankin (Yam).

4-STRK B: 1. Michael Winslow (Suz); 2. Steve Stiller (Hon); 3. Thomas Evans (Hon); 4. Terry Meek (Suz); 5. Joseph Lukaesko (Hon).

VET B: 1. Jaisson Deroche (Yam); 2. Andrew Wells (Hon); 3. Troy Schlereth (Hon); 4. Clark Munger (Suz); 5. Steve Cooke (Yam).

SR 40+ B: 1. David Fiola (Yam); 2. Michael Schwartz (Suz); 3. Richard May (Yam); 4. Albert Chuppa (Yam); 5. Frank Erbe (Yam).

200 C: 1. Terry Spencer (Yam); 2. Damien Ozoskey (Yam); 3. Chad Jarvis (KDX); 4. Keith Vermillion (Kaw); 5. Jason Smith (Suz).

OPEN C: 1. Ronald Stetz (Yam); 2. Mark Weiland (KTM); 3. Jeff Drury (Hon); 4. James Vicheck (Yam); 5. Shawn Rogers (Hon).

MINI JR: 1. Seth Patton (Suz); 2. Drew Eggleston (Yam); 3. Joel Bennett (Kaw); 4. Ryan Berkfield (Hon); 5. D.R. Atkwood (Kaw).

MINI SR: 1. Steven Graves (Yam); 2. T.J. Sullivan (Suz); 3. Brandon Shriner (Yam); 4. Charlie Paskins (Yam); 5. Cole Calkins (Kaw).

100: 1. Justin Conkle (Kaw); 2. Derek Wertz (Hon); 3. Josh Spence (Kaw); 4. Bonnie Harrick (Yam).

GRAND NATIONAL CROSS COUNTRY SERIES POINT POINT STANDINGS (After 10 of 12 rounds): 1. Scott Plessinger (153/4 wins); 2. Fred Andrews (149/2 wins); 3. Scott Summers (147/3 wins); 4. Guy Cooper (132); 5. Tom Norton (131); 6. Duane Conner (125); 7. Brian Keegan (93); 8. Steve Hatch (90); 9. Tim Shephard (88); 10. Doug Blackwell (76); 11. Frank Keegan (62); 12. Scott Phelps (58); 13. Terry Cunningham (58); 14. R. J. Bennett (54); 15. Darryl Conner (53); 16. Tom Carson (51); 17. Jeff Russell (47); 18. Jim Jarrett (45); 19. Randy Hawkins (44); 20. Craig Jones (39).

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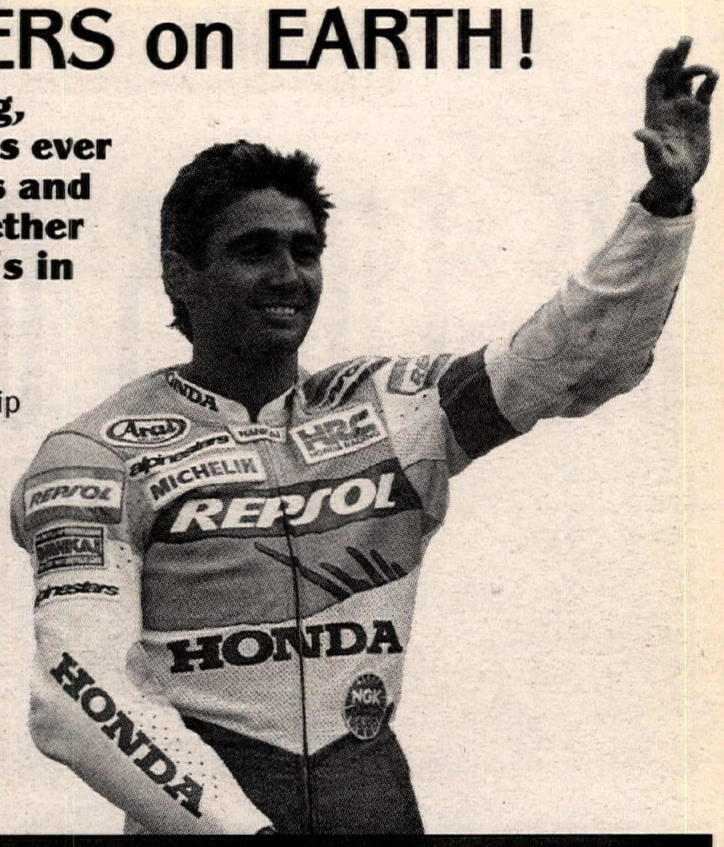

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Round 12: Asheville, North Carolina

Jr. takes over

By Jay A. Herndon

ASHEVILLE, NC, SEPT. 30

Gerencer Harley-Davidson Team rider Lou Gerencer Jr. powered his way to the 800cc class win to take the victory away from current points leader Steve Dresser, who placed second on the day. And so the points battle moves to the final event, Gerencer securing his victory with a single ride at the Asheville Motorcycle Rally's Pro Hillclimb event, with Dresser riding twice to lock up a seven-point lead, 163-156, going into the final round.

Ted Wilkins added win number three to his season total after battling Paul Pinsonnault and Rick Soter III in the 540cc class. Currently one point ahead of David Watson, Wilkins is now in third position with 122 points and trails behind series leaders Pinsonnault (163 points) and Soter (154 points). A wheelie-fest first ride combined with a wheels-on-the-ground second climb did the trick for Wilkins at the Asheville event.

The 12th stop on the Pro Hillclimb calendar marked the 55th annual event for the North & South Carolina's Harley-Davidson Dealers Associations. The weekend also offered flat track racing, a bike show and a free concert. This is the second year that the Harley-Davidson Rally included the Pro Hillclimb competition in their schedule of events.

This year's hill conditions were vastly improved over those of past events by the inclusion of three kickers to challenge the riders. At the event last year, the hill had no obstacles whatsoever. Bulldozed and groomed, the hill this year boasted an initial kicker peaking at the 30-foot mark, the second at 170 feet and the third at the 235-foot mark. The lights (finish line) came at 260 feet.

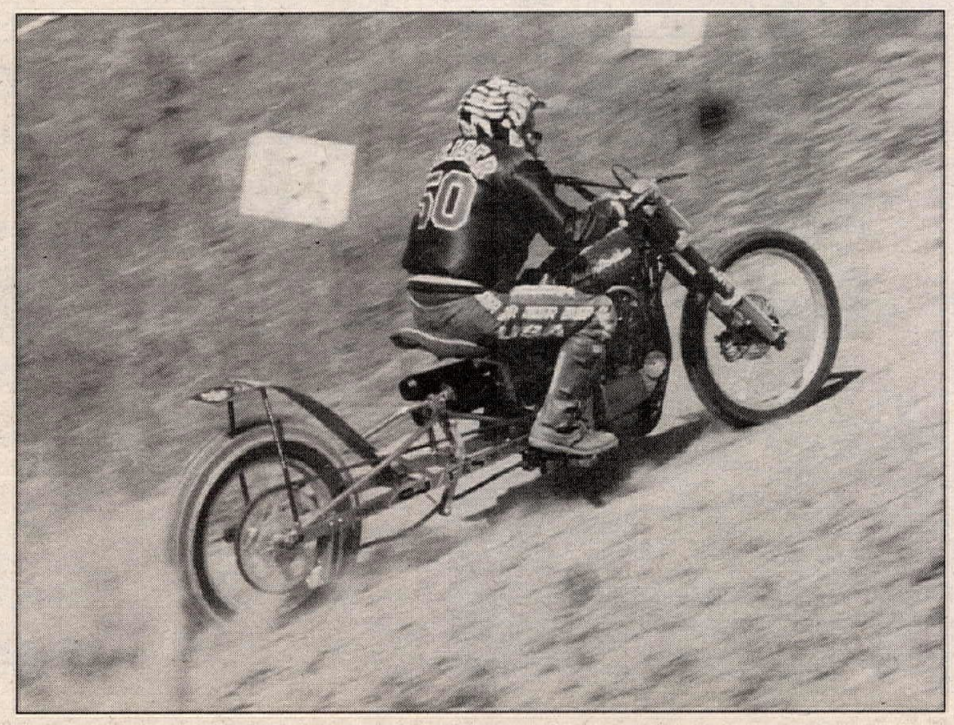
Referee Harold White elected to have the 800cc class run first and last with the 540cc class running back-to-back in between. "We want to cater to the Harley Rally," said White. "A big start to the show and a big finish to the event to make it a little more exciting for the spectators."

Mickey Dent had the honor of starting the event after he drew for the first ride in the 800cc class. Dent is returning from a long absence while he recovered from injuries obtained at the season opener, where he crashed and destroyed his left elbow. The number-four, nitro-burning Harley was rolled into the box for Dent by the Gerencer crew members. Already fired up, the West Virginian saddled the machine and took to the hill, clocking a solid 5.6040-second run. Round two proved a little faster as Dent clocked a 5.5837, earning eighth place for the returning rider. Dent thanked his teammates, friends and competitors for their support, cards, prayers and gifts while he was recovering from his injuries.

Tom Reiser, team leader of the Pro USA Team, clicked off two fast rides. "We did a little gear changing," said Reiser, who topped the 800cc class at the last round. "We leaned out the fuel injection. Also we remounted the pipes. We took them off the bottom of the bike and put them on the side, the more conventional way. Hopefully, we'll get a little more top end with the shorter pipes." Reiser had enough top end to clock a 5.4385 on his first run to secure second place at the end of the first round. On his second ride, Reiser's time improved to 5.3868 seconds but was eventually beaten by his team's newest member and the current points leader, Dresser.

Dresser's first ride on the hill produced a 5.4442, a third in that round. Returning, Dresser knew he had to beat Gerencer (who was sitting on the bubble after his fast first run) to win the event. Blasting to the lights, Dresser rocked a 5.2545, an improved time but not fast enough to pop Gerencer off the bubble. "I think I'm going into the last round seven points ahead, but you know the stats speak for themselves," said the second-place finisher. "This year we had five or six different guys in there that won. Any one of those guys can get in there any day. Seven points is okay, but is by no means a comfortable cushion."

Gerencer rolled into the starting box and showed off the new-found horsepower his team had dialed in for him, squeezing off one blazing ride to take his fourth National victory of the season with an impressive 5.0787-second run. "Psychologically, I'm just trying to win the hillclimbs," said the happy Gerencer. "Mechanically, we're just runnin' the bike pretty much like we have all year. We worked on it a little bit last



(Above) Number-one plate holder Lou Gerencer Jr. blasted his way to the top of the 800cc class with a single run. (Right) Canadian Ted Wilkins continues to impress in the 540cc class with his third National win of the season. (Below) After taking the 800cc-class win at the last round, Tom Reiser thundered to another top finish with a third-place at Ashville; he sits fifth in points.

week and got a little more power out of it, which I think showed today. Just have to go next week and win. We'll see where Steve (Dresser) ends up!"

The 540cc class had their work cut out for them as they had to run back-to-back with their two climbs. Hailing from Madison, West Virginia, Scott McNeely started the class with a 6.0795 run. McNeely returned and beat his own time with a 5.7959, but it wasn't enough to elevate him from his fifth-place finish.

Soter had a solid first run of 5.8067, but, like McNeely, he too improved his time on his second try, clocking a 5.7189. Soter placed low at Middlebury and threw both rides away at the last round at Jefferson, so his poor showing in the second half of the season has given the current champion, Paul Pinsonnault, a clear shot at the '95 season championship. "Good day, I guess, a lot better than last week," said the BSA rider. "Not so much the spills but with the no points (last week), I saw the championship flip right out from under me as the bike sailed away there at Jefferson, Pennsylvania. It's history now, as they say."

Pinsonnault put his number-one-plate holder against the log twice, completing both rides with solid times. His first run of 5.8442 seconds was improved in the second round to 5.5261. Pinsonnault's efforts secured second place, as the passive rider talked about the day's event and its outcome: "My first run I wanted to make a nice clean run and make sure that I didn't have any big boo-boos, like anything to hurt me in the points. I'm racing for the championship right now so my second run I knew I wouldn't get beat by too many people and I'd be close to Rick (Soter) and I ended up pretty close to Ted (Wilkins)."

Rotax-mounted Wilkins wheelied his first ride after he came off the first kicker. The Canadian still impressed with a 5.5688. His return offered a less than showy approach but yielded a super-fast 5.3760-second run - and the third National win for the smiling Canadian. "First one I thought maybe I could hold it on flat out over that first part," related Wilkins of his opening shot at the hill. "I couldn't and it did a wheelie and I lost time. Second run I just had to keep in on the ground, keep the power to the ground, and it worked." With his first-place finish, Wilkins moves to third in the points battle behind Pinsonnault and Soter on 122 points. David Watson finished today in sixth place and is now fourth in points with 121. CN

Carolina H-D Dealers Association
Asheville, North Carolina
Results: Sept. 30, 1995 (Round 12 of 13)

540: 1. Ted Wilkins (Rtx); 2. Paul Pinsonnault (Hon); 3. Richard Soter III (BSA); 4. Terry Thompson (BSA); 5. Scott McNeely (Hon); 6. David Watson (Hon); 7. William Price (Yam); 8. Paul Lowe (Kaw); 9. Robert Shreiner (BSA); 10. Michael Pulver (BSA); 11. John Hislop (BSA); 12. James Zucco (Kaw); 13. Kevin Zucco (Kaw); 14. Doug Klont (Tri); 15. Paul Garrety (Kaw); 16. Jason Petty (Kaw); 17. Tommy Wells (KTM); 18. Jeff Thomas (Kaw).

800: 1. Lou Gerencer Jr. (H-D); 2. Steve Dresser (H-D); 3. Tom Reiser (H-D); 4. Randy Gabriel (H-D); 5. Wallace Fowler (Suz); 6. Rodney Williams (H-D); 7. Jimmy Dingee (H-D); 8. Mickey Dent (H-D); 9. Glendal Petty Jr. (H-D); 10. Rodney Smith (Yam); 11. Robert Castledine (H-D).

540cc AMA NATIONAL HILLCLIMB CHAMPIONSHIP SERIES POINT STANDINGS (After 12 of 13 rounds): 1. Paul Pinsonnault (163/3 wins); 2. Richard Soter III (154/4); 3. Ted Wilkins (122/3); 4. David Watson (121/1); 5. Paul Lowe (107/1); 6. Scott McNeely (105); 7. Michael Pulver (85); 8. Terry Thompson (72); 9. William Price (71); 10. Michael DeBusk (65); 11. Kevin Zucco (57); 12. Alan Hsokins (47); 13. Jason Petty (45); 14. Robert Shreiner (38); 15. Ralph Kreeger (34).

800cc AMA NATIONAL HILLCLIMB CHAMPIONSHIP SERIES POINT STANDINGS (After 12 of 13 rounds): 1. Steve Dresser (163/1 win); 2. Lou Gerencer Jr. (156/6); 3. Rodney Williams (125); 4. Jimmy Dingee (122/1); 5. Tom Reiser (118/1); 6. Randy Gabriel (97); 7. (TIE) Glendal Petty Jr. (1 win)/Robert Castledine (93); 9. Wallace Fowler (91); 10. Rodney Smith (80); 11. Greg Williams (68/1); 12. Harry Schreiber (51/1); 13. Russell Vanderveen (28); 14. Roger McNeely (25); 15. Tim Frazier (22).

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PW50 1986-95.....$9.15
YZ80 1986-95.....$11.40
YZ125 1986-95....$10.05-12.73
YZ250 1986-95....$10.05-13.35

FRONT BRAKE LEVERS
PW50 1986-95.....$5.70
YZ80 1986-95.....$9.56
YZ125 1986-95....$9.56-13.35
YZ250 1986-95....$9.56-13.35

CLUTCH LEVERS
PW50 1986-95.....$6.45
YZ80 1986-95.....$11.10
YZ125 1986-93.....$6.45
YZ125 1984-95.....$11.10
YZ250 1986-93.....$10.05-13.35
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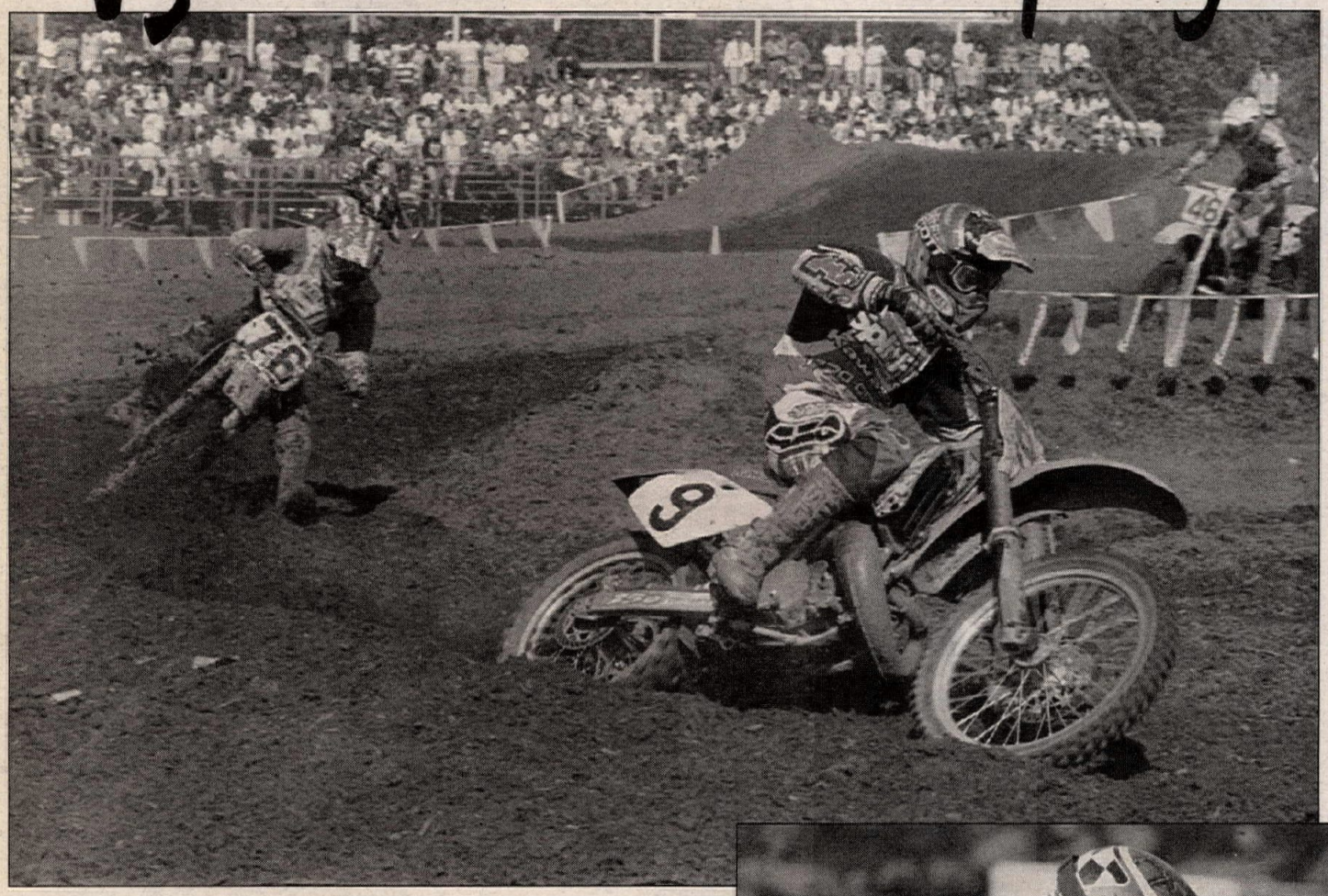
Raceway Park, New Jersey

Ryno on a rampage



By Tony Alessi
Photos by Alessi and Karl Ockert

ENGLISHTOWN, NJ, SEPT. 30 - OCT. 1

Team Kawasaki's Ryan Hughes wreaked havoc in the Garden State by roosting to a pair of moto victories en route to the overall 250cc Pro-class win at the 19th Annual Kawasaki Race of Champions, held at Raceway Park.

But while Team Kawasaki had all of their bases covered in the 250cc ranks, a trio of Suzuki riders rained yellow on the green parade in the 125cc Pro class. In a nutshell, Suzuki support riders Barry Carsten, Joel Dengler and Carlo Coen stole the show in the eighth-liter division.

This year's event was run in conjunction with the third round of the AMA Fall Classic MX Series, and Raceway Park was groomed to perfection for the multitude of racers who made the trek from a vast number of eastern states and from as far north as Canada. The course combined a safe but challenging supercross layout with a very rough natural-terrain back section.

Former New Jersey minibike champion John Snyder shot out of the starting gate and pulled a surprise holeshot at the start of moto one. Snyder, who was riding a brand-new Honda CR250 in what was only his third Pro race, was quickly gobbled up by the Kawasakis of Hughes and Broc Sellards. Both riders found a trick line in the first turn.

"There was a grass area just inside the first turn that Roy Turner told me about," said Hughes. "It's a good thing, too, because I was digging my way to China coming out of the gate."

While Hughes and Sellards were roosting through the daisies and sprinklers and into third and fourth, Barry Carsten and Ty Wallace took control of the top two positions. Suzuki's Tim Ferry, meanwhile, got on the gas after a so-so start and made quick work of Sellards for fourth.

(Above) Ryan Hughes (9) easily topped Ty Wallace (76) and Barry Carsten (46) in the 250cc Pro class.
(Right) Canadian Jean-Sebastien Roy raced to second in the 250cc Pro class.

About the same time, Hughes got on the gas and cut yet another new line in the back section of the track and swooped past Carsten and Wallace. Not wanting to be left behind, Wallace also passed Carsten and glued himself to Hughes' rear fender.

Wallace, who is a relatively unknown commodity, developed much of his riding skills during his amateur days when he mixed it up with the likes of Damon Bradshaw, Brian Swink and Mike Brown. KTM's race team manager Mike Rossini recognized Wallace's talent, and awarded him with the team slop left vacant by Tony Amaradio.

"It really makes a big difference when you have parts for the bikes and a mechanic to work on them," said Wallace. "Now all I have to do is concentrate on winning."

Charging through the pack was Canadian Jean-Sebastien Roy, who started well outside the top 10. Roy turned in lap times that were two seconds faster than Hughes, and he quickly caught the front runners. First, he passed Wallace, who struggled with an ailing ignition on his factory KTM. Then Roy worked past John Snyder and Sellards for fifth. Going by Roy's one-minute, 38-second lap times, it was apparent that he would soon catch Ferry, who looked lazy as he circulated the track in third. Roy didn't disappoint, and gave the factory Suzuki rider a wake-up call when he passed him and quickly put eight seconds between them on the next three laps.

"My thumb was hurting real bad out there," said Ferry, who blamed his lack of desire on an injury.

During the last few laps of the race, Hughes extended his lead to over 10 seconds over Carsten, while Roy continued to charge and closed to Carsten's rear fender. For Roy, however, it was too little, too late, as Hughs took the win ahead of Carsten and Roy.

"I rode a little tight that moto," said Hughes. "I'm used to factory suspension. The production bike is good, but we have to adjust the shock for the next moto because there are some big kickers out there. Then I can go out and ride like I know I can."

Completing the top eight positions were Ferry, Sellards, Eric Riley and Todd DeHoop, who passed 17-year-old Snyder on the last lap.

"I moved over and let him by," said Snyder. "I thought I was being lapped. I had no idea that I was beating him the whole race."

DeHoop came back with a vengeance at the start of moto two and pulled a two-bike-length holeshot. DeHoop was spotted changing his own clutch between motos, and explained that his mechanic, Mark Schaff, couldn't make the trip because DeHoop's Honda of Troy contract had expired.

"I guess I will be looking for a new mechanic," said DeHoop. "Next year it looks like I'll be riding Kawasakis for Parts Unlimited. Honda of Troy spent half a million dollars on the team last year. I can understand why they want to downsize."

DeHoop came under fire immediately, as Ferry, Robbie Skaggs and Hughes motored past. Hughes then chewed up and spit out Ferry and Skaggs and took over the lead in an area littered with knee-deep ruts. Ferry developed problems and crashed back to 15th, while Wallace and Roy moved into third and fourth, respectively.

Roy kicked it up a notch and moved to the rear fender of second-placed Wallace, and all hell broke loose. For the next two laps, the two riders battled inches apart - banging bars, cutting each other off, and flying dangerously close to one another in the air. In the end, it was Roy who had a little more grit and took over second.

Oblivious to the close racing going on for second was Hughes, who was busy entertaining the New Jersey crowd with an awesome air show that was well worth the price of admission. Hughes was definitely riding smoother than in the first moto, and he had a 15-second lead by the halfway point.

Roy ran all alone in second, comfort-

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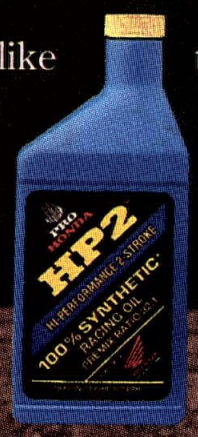

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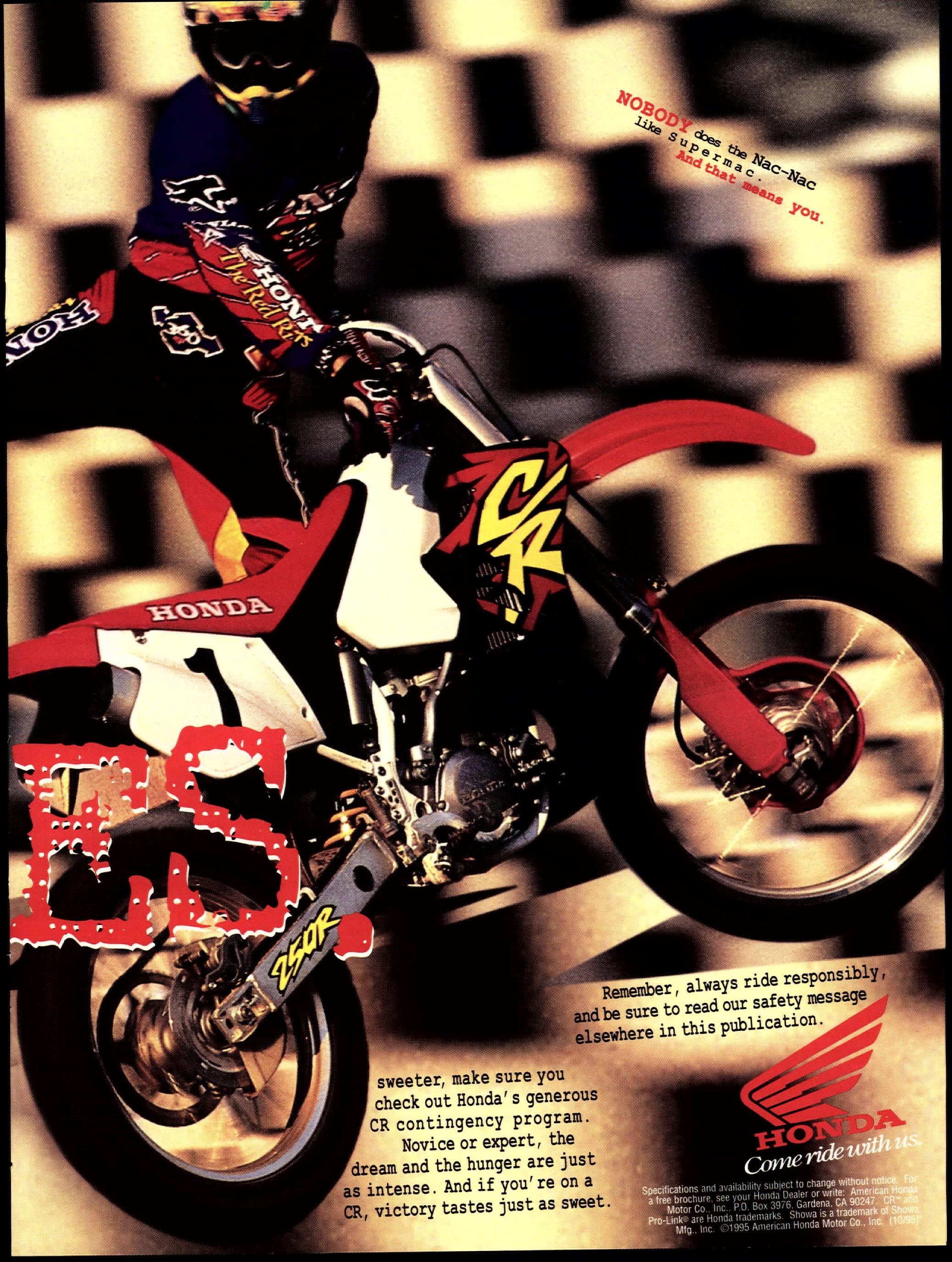
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(Left) Todd DeHoop (25) nabbed the holeshot in the second 250cc Pro moto.
(Below) Ty Wallace was impressive aboard his factory KTM.

ably ahead of Wallace, who was also quite a bit ahead of Carsten in fourth. Skaggs held down fifth ahead of DeHoop, who steadily worked his way back after leading early on.

Hughes took the white flag with a cushy 32-second lead after he lapped Ferry, and when the checkers came out it was Hughes all the way, ahead of Roy, Wallace, Carsten, Skaggs and DeHoop. CN

Raceway Park
Englishtown, New Jersey
Results: September 31 - October 1, 1995

125 PRO: 1. Barry Carsten (Suz); 2. Joel Dengler (Suz); 3. Carlo Coen (Suz); 4. Brock Sellards (Kaw); 5. Robbie Skags (Kaw); 6. Pete Jastremski (Hon); 7. Chad Shepard (Suz); 8. Rich Zupko (Hon); 9. Dave Kratz (Kaw); 10. Shane O'Conner (Suz).

250 PRO: 1. Ryan Hughes (Kaw); 2. Jean-Sebastien Roy (Hon); 3. Barry Carsten (Suz); 4. Todd DeHoop (Hon); 5. Ty Wallace (KTM); 6. Robbie Skaggs (Kaw); 7. Brock Sellards (Kaw); 8. Tim Ferry (Suz); 9. Eric Reilly (Suz); 10. Joel Dengler (Hon).

60 (10-11): 1. Derek Burlew (Kaw); 2. Dan Demalo (Kaw).

80 (10-11): 1. Casey Clark (Yam); 2. Derek Burlew (Suz); 3. Justin Fazekass (Suz); 4. Matt Kleusken (Hon); 5. Lindsay Cron (Kaw).

80 (12-13): 1. Josh Woods (Kaw); 2. Jeremy Cook (Kaw); 3. Dave Hill (Hon); 4. Dave Ginofi (Kaw); 5. Aryc Hughson (Kaw).

80 (14-15): 1. Chris Hunter (Hon); 2. Aaron Day (Kaw); 3. Larry Momnelardi (Hon); 4. August Lausberg (Kaw); 5. Jason Fedo (Yam).

125 NOV A: 1. Steven Cunningham (Kaw); 2. Eddie Kunitz (Kaw); 3. Tony Lee (Suz); 4. Timothy Schellinger (Hon); 5. Michael Biondo (Hon).

125 NOV B: 1. Sean Gaughan (Hon); 2. Tony DePiero (Kaw); 3. Rick Mardbini (Hon); 4. Ryan Pocock (Kaw); 5. Blake Moffitt (Kaw).

125 AM: 1. Nicholas Wey (Kaw); 2. Charles Dunaway (Kaw); 3. Karl Scott (Kaw); 4. Jeremy Booner (Kaw); 5. Duane Kleppe (Kaw).

250 NOV A: 1. Allan Brown (KTM); 2. Paul Turney (Yam); 3. Blake Moffitt (Kaw); 4. Doug Mordberg (Hon); 5. Andy Korchek (Hon).

250 AM: 1. Charles Dunaway (Kaw); 2. Jeremy Booner (Kaw); 3. Ed Blewett (Hon); 4. Craig Maurer (Kaw); 5. Chad Berkey (Kaw).

OPEN AM: 1. Mark Cooper (Kaw); 2. Keith Crothers (Hon); 3. Keith Ciaranella (Hon); 4. Dean Holonics (Yam).

25+: 1. Todd Langolis (Kaw); 2. James Winburn (Kaw); 3. William Orrego (Kaw); 4. Jeff Grace (Hon); 5. Todd Little (Kaw).

25+ EX: 1. Brian Caroll (Yam); 2. Jim Kapitan (Hon); 3. Larry Gessner (Hon); 4. James McIlvane (Hon); 5. Mike Moore (Kaw).

30+: 1. Rick Marbini (Hon); 2. Kenneth Bordzuk (Kaw); 3. Tony Alessi (KTM); 4. Michael Witte (Suz); 5. Steven Lewis (Yam).

40+: 1. Anthony Rauseo (Kaw); 2. Clifford Volker (Hon); 3. Tom Slaandra (Hon); 4. Duke Finch (Yam); 5. William Rule (Suz).

S/MINI: 1. Joe Shane (Kaw); 2. Aryc Highson (Kaw); 3. Derek Burlew (Suz); 4. Mark Wundrack (Kaw); 5. Jeremy Welch (Suz).

30+ VET: 1. George Traponi (Suz); 2. Brian Broadwell (Suz); 3. James Winburn (Kaw); 4. Jeff Grace (Hon); 5. Paul Hanna (Hon).

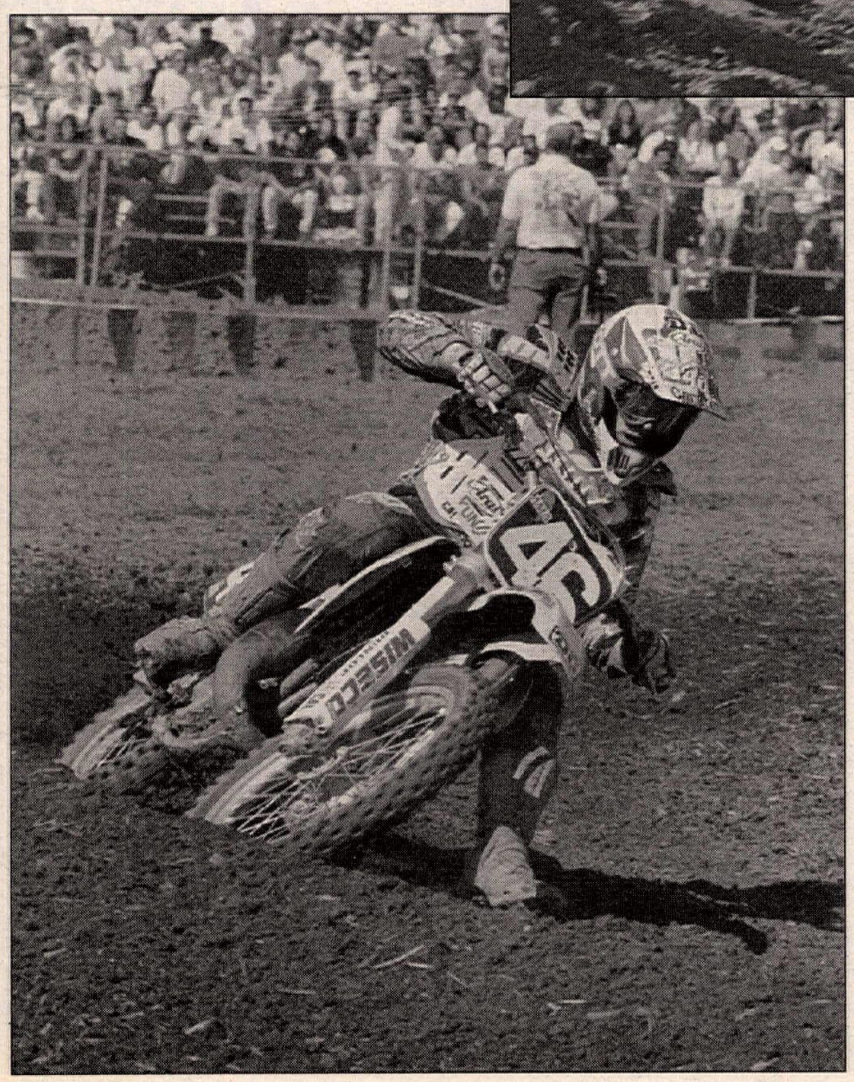
SCHBY: 1. Nicholas Wey (Kaw); 2. Shane O'Conner (Suz); 3. Brent McIntyre (Hon); 4. Chris Hunter (Kaw); 5. Robert Wood (Kaw).

CLGBY: 1. Brock Sellards (Kaw); 2. J.D. Collins (Kaw); 3. B. Woolsey (Kaw); 4. Charles Dunaway (Kaw); 5. Chad Shepard (Suz).

VET EX: 1. Jim Kapitan (Hon); 2. Kurt McMillen (Hon); 3. Jerry Seip (Kaw); 4. Ed Szilocki (Suz); 5. Mike Moore (Kaw).

TOP GUN: 1. Chris Hunter (Hon); 2. Josh Woods (Kaw); 3. Larry Mombelardi (Hon); 4. Jeremy Cook (Kaw); 5. David Hill (Hon).

IRON MAN CLASSIC: 1. Charles Dunaway (Kaw); 2. Nicholas Wey (Kaw); 3. Karl Scott (Kaw); 4. Chad Berkey (Kaw); 5. Ryan Gales (Suz).



(Left) Barry Carsten grabbed the 125cc Pro class gold.
(Right) Nicholas Wey was a multiple-class winner in the Amateur classes.

Briefly...

Minibike sensation **Ricky Carmichael** was scheduled to make his 125cc class debut at Raceway Park, but the Floridian was absent, having undergone reconstructive knee surgery. Carmichael is expected to be out of action for three months.

Another rider scheduled to appear, but absent due to injuries was **Mike LaRocco**.

Multi-time National MX Champion **Mike Kiedrowski** was on hand signing autographs. The Californian announced that he would not compete in 1996, and that he will take over Jeff Ward's position as Team Kawasaki consultant. Kiedrowski signed a three-year contract.

KTM Team Manager **Mike Rossini** gave the race team mechanics, Al Brown and Paul Delaurer, the day off on amateur day, allowing them to race while Rossini himself spun the wrenches.

Charles Dunaway won the Kawasaki KX250 raced to the 250cc Pro class win by Ryan Hughes. Dunaway was awarded the bike for his Iron Man race win on Sunday.

New Jersey has some **strange laws** regarding off road competition. If a rider is caught without goggles or is seen riding in the pits, both the rider and the race promoter can be fined by the local police. In addition, no riders under the age of 10 can race. No Pee Wees here!

AMA Race Director **Duke Finch** was spotted on Amateur day racing in the Over 40 class. Finch finished a respectable fourth.

Over 5000 spectators showed up to watch the racing action over the weekend.

St. Joe State Park, Park Hills, Missouri

Busenbark does it

By Mike Liechti
Photos by Pat Hanes

PARK HILLS, MO, OCT. 1

Chad Busenbark plowed through the thick dust and the famous water crossings to capture the overall honors at the Flat River Grand Prix.

The 13th Annual event, also known as the Gale Halbrook Memorial Race, was a 20-mile course laid out in the St. Joe State Park, where the 366 competitors would race for over three hours.

As the lead pack funneled through the tight trees, kicking up huge clouds of dust, the riders had to hang back and pick their way through the brown muck. After the first lap, Steve Leivan came through first followed by Leigh Letellier, Chris Thiele, Busenbark and Allen Haynes.

During the second go around, however, Leivan missed a turn while attempting to pass lapped riders, which gave Busenbark - who had worked his way into second - all the room he needed to take over the lead.

Letellier eventually moved into second and would give Busenbark nothing but trouble for the next two laps. Fortu-

(Above) Nearly 400 riders turned out for the 13th running of the Flat River GP in Park Hills, Missouri. (Below) Chad Busenbark came from behind to score the overall win. (Below right) Chris Thiele gave Busenbark a run for his money, crossing the finish line in second place.

nately for Busenbark, though, Letellier's KTM would give up the ghost while in close pursuit.

Busenbark suddenly found himself with a commanding lead and would hold on to his advantage throughout the duration of the race. The Yamaha rider finished out the 100-mile race in just over three and a half hours to claim overall honors ahead of Kawasaki Team Green rider Chris Thiele, who crossed the finish line a little more than two minutes behind Busenbark. Finishing a minute back was third-place finisher Ken Yount, also on a Yamaha. Rounding out the top five overall were Allen Haynes and Chris Garber, both mounted on Yamahas.

In the Intermediate class, Jeff Lappe completed five laps in three hours and 51 minutes to take top class honors. Kelly Getz led much of the way until Lappe passed him on the final lap. Getz held on for second, 20 seconds behind Lappe. Third went to Bob Lowery, followed by Mike Kruger and Jason Counts.

Tanner Englund hammered the Open class on his Honda CR500 despite the relentless attacks by Ross Logan, who never trailed Englund by more than a minute. David Haworth took home the third-place trophy, while Stephan Weidan and John Newberry competed the top five in class.

Gary Mittelberg used a good start to pull to the front on the second lap in the 200cc class. Steve Crews and Kevin Betts gave a good chase but were basically held back by the choking dust. Mittelberg finished five laps in four hours and seven minutes for first place. Betts held on for second ahead of Crews.

Jason Stegall, the 125cc-class winner, came through the scoring tent on the first lap in third and slowly reeled in his opponents over the next four laps. Steve Bough stayed on Stegall's tail to finish in the runner-up spot only five seconds behind.

Mike Windmann made the best of a good start by going on to win the Four-Stroke class, leading from start to finish. Charles Thiele was another rider who took advantage of a quick getaway to win the Senior class.

Robert Caplinger won the Super Senior division over John Oller and Larry Hayes.

On a different course, Mini rider Dustin Wisecup led a freight train of 80cc bikes across the finish line. CN

Flat River GP
Park Hills, Missouri
Results: October 1, 1995

O/A: 1. Chad Busenbark (Yam); 2. Chris Thiele (Kaw); 3. Ken Yount (Yam); 4. Allen Haynes (Yam); 5. Chris Graber (Yam).

AA/EX: 1. Chris Thiele (Yam); 2. Ken Yount (Yam); 3. Allen Haynes (Yam); 4. Chris Graber (Yam); 5. John Roth (Suz).

A/INT: 1. Jeff Lappe (KTM); 2. Kelly Getz (Kaw); 3. Bob Lowery; 4. Mike Kruger (KTM); 5. Jason Counts (Kaw).

OPEN: 1. Tanner Englund (Hon); 2. Ross Logan; 3. David Haworth; 4. Stephan Weidan; 5. John Newberry (KTM).

250 B: 1. Jay Williams (Yam); 2. Kevin Harman (Yam); 3. Chris Nesbitt ; 4. David Gerbes (Yam); 5. Dale gulley (Yam).

250 C: 1. Dave Osborn (Suz); 2. Jack Tuller; 3. Kenneth Davie; 4. Lee Lankutis; 5. Art Simmaneau.

200: 1. Garyt Mittelberg (Kaw); 2. Kevin Betts (Kaw); 3. Steve Crews (Kaw); 4. Randy Wagahoff (Kaw); 5. Tad Bonham (Kaw).

125: 1. Jason Stegal (Yam); 2. Steve Bough; 3. Phillip Barker; 4. John Struckhoff (Kaw); 5. Gene Thurman.

4-STRK: 1. Mike Windmann (Hus); 2. Kerry Simpson; 3. Chris Sloan (Hbg); 4. Kevin Boyle (Hbg); 5. John Doe.

SR: 1. Charles Thiele (Yam); 2. William Guffey (Yam); 3. Daniel Wyllie; 4. Jim Yount (Hon); 5. Dennis Reed (Suz).

S/SR: 1. Robert Caplinger (Yam); 2. John Oller (Yam); 3. Larry Hayes (Hus); 4. Jim Letellier (KTM); 5. Mike Edwards.

JR: 1. Dustin Wisecup (Yam); 2. Mike Guffey (Yam); 3. Chris Miller (Kaw); 4. Jesse Faulstich (Kaw); 5. Adam Wright (Kaw).

TRL RDR: 1. Cliff Davis; 2. Chris Owens; 3. Mike Climer; 4. Michael Griffin; 5. Ben Wappelhorst.

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KX500	1986-95	$53.40-70.80
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KX80	1986-95	$18.27
KX125	1886-95	$8.46
KX250	1986-95	$22.20
KX500	1986-95	$13.81-25.20
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KX250	1986-95	$19.29-27.82
KX500	1986-95	$21.55-25.20
CLUTCH CABLES		
KX60	1986-95	$11.31
KX80	1986-95	$12.31
KX125	1986-95	$12.85-13.41
KX250	1986-95	$12.85-18.78
KX500	1986-85	$12.85-18.34
FORK SEALS		
KX60	1986-95	$6.24
KX80	1986-95	$6.24-8.97
KX125	1986-95	$6.72-8.97
KX250	1986-95	$6.72-8.97
KX500	1986-95	$6.72-8.97

FIBER CLUTCH PLATES		
KX60	1986-95	$7.68
KX80	1986-95	$7.68
KX125	1986-95	$8.33-9.91
KX250	1986-95	$9.91
KX500	1986-95	$9.91
METAL CLUTCH PLATES		
KX60	1986-95	$6.24
KX80	1986-95	$6.24
KX125	1986-95	$6.24
KX250	1986-95	$6.24
KX500	1986-95	$6.24
SHIFT LEVERS		
KX60	1986-95	$23.77
KX80	1986-95	$28.50
KX125	1986-95	$37.57
KX250	1986-95	$37.57
KX500	1986-95	$37.57
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KX60	1986-95	$7.68
KX80	1986-95	$31.72
KX125	1986-95	$31.00-41.92
KX250	1986-95	$31.00-41.92
KX500	1986-95	$31.00-41.92
REAR BRAKE PADS\SHOES		
KX60	1986-95	$7.68
KX80	1986-95	$7.68
KX125	1986-95	$34.42-41.92
KX250	1986-95	$38.42-41.92
KX500	1986-95	$34.42-41.92

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KX125	1986-95	$12.85
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FRONT BRAKE LEVERS		
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KX80	1986-95	$10.17-15.45
KX125	1986-95	$10.17-15.45
KX250	1986-95	$10.17-15.45
KX500	1986-95	$10.17-15.45
CLUTCH LEVERS		
KX60	1986-95	$8.19
KX80	1986-95	$8.02
KX125	1986-95	$7.50-8.37
KX250	1986-95	$7.50-8.37
KX500	1986-95	$7.50-8.37
REAR BRAKE PEDALS		
KX60	1986-95	$23.10
KX80	1986-95	$22.05-23.10
KX125	1986-95	$49.87-52.35
KX250	1986-95	$49.87-52.35
KX500	1986-95	$49.87-52.35

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(Top) Terry Parsons (158) grabbed the holeshot in the second 250cc Pro moto at County Line Raceway in Florida, but eventually pulled out of the race with a sore ankle. Larry Brooks (21) won the moto and the class. (Left) Scott Shinn (12p), on his way to the 250cc Pro-Am win, was shadowed closely by Garth Bastian (hidden) in Hagerstown, Maryland.

Pegram Takes Hagerstown Regional Dirt Track

By Len Breech

HAGERSTOWN, MD, SEPT. 8
Larry Pegram was given the 750cc Expert win when the first rain the area has seen in over four weeks decided to hit the northern Maryland area just after the first final, the 250cc Pro-Am, was run.

Scott Shinn took that win over Garth Bastian. Rick Winsett's quicker heat win gave him the 600cc Pro-Am win over Jeff Randolph, while Roger Durkee took the 600cc Expert class.

Scott Shinn started off the 250 Pro-Am final by leading Tim Eades and Garth Bastian. The front trio quickly put some distance over the Marco Morello, James McGivern and Robert Weiss battle for fourth. On the third lap, Bastian slipped past Eades for second coming off the second turn. Bastian next set his sights on Shinn, who kept his Honda in front, moving his line down a little to keep Bastian from getting a good run at him. At the flag, Shin won by a length.

During the winner's interview, it started to sprinkle, and by the time the 600cc Experts were lined up, it was a full-blown shower. Roger Durkee battled Ben Bostrom for the heat win that saw contender Georgie Price high-side in the opening turn, breaking his collarbone. The other heat began as a Todd Winsett runaway, but his half-a-straight lead evaporated when he broke a chain coming off the final turn, letting Bret Beyer by for the win. Winsett crossed the line just in front of Kris Kiser and Rob Majeski.

Rick Winsett Jr. had better luck than his cousin Todd, as he held off a charging Garth Bastian for the fastest 600cc Pro-Am heat win by just six tenths of a second over Jeff Randolph's runaway win over Marco Morello in the other heat.

After playing around in their scratch heat, Will Davis and Steve Morehead got down to business in the qualifying heat, as Davis, riding one of Morehead's F&S H-D-sponsored Harleys, just edged out his "sponsor for the night" in the opening 750cc heat. In the next heat, Larry Pegram and Kevin Varnes pulled away from the field as they battled for the front spot. In the late laps of the heat, Varnes looked like he had found the drive that had propelled him to his first National win at this track back in July, but Pegram held him off for the win.

Results

250 PRO-AM: 1. Scott Shinn (Hon); 2. Garth Bastian (Hon); 3. Tim Eades (Hon); 4. James McGivern (Yam); 5. Marco Morello (Hon).

600 PRO-AM: 1. Rick Winsett (Rtx); 2. Jeff Randolph (Rtx); 3. Garth Bastian (W-R); 4. Marco Morello (Rtx); 5. Morgan Coolbeth (Rtx).

750 EX: 1. Larry Pegram (H-D); 2. Will Davis (H-D); 3. Kevin Varnes (Hon); 4. Steve Morehead (H-D); 5. Dale Jenneman (H-D).

Brooks and Currie refuse to lose at Bradenton Motocross

By Kyle Myers

BRADENTON, FL, SEPT. 10
Larry Brooks and Paul Currie won their respective classes at the Refuze 2 Luze $25,000 Privateer Wars held at County Line Raceway.

Brooks topped both 250cc pro motos while Currie used a 2-1 tally to secure the 125cc pro win. Finishing second overall on the day in both classes was Performance Engineering pilot Jeff Curry. Curry was the big money winner of the day as he walked away with $5750 in purse money.

In the first 125cc Pro moto Andrew DeSpain jumped out to the early lead with Ronnie Renner, Jim Chester, Jeff Curry and Kenny Yoho following. By the end of the first lap Currie led Curry, Chester, Yoho and Shaun Perolio, in that order. Five laps into the 30-minute-plus-two-lap moto, Perolio charged by Yoho and Chester to run in the third position. At the halfway mark, Jeff had pulled out to an 11-second advantage over Paul as Anthony Paggio passed Yoho for the fifth spot. Curry would continue to add to his lead with each passing lap and win the moto by 45 seconds over Currie, Perolio, Chester and Paggio.

Just as the gate dropped to start the second moto, rain began to fall. Fast starter Renner again led the field into turn one with DeSpain, Perolio, Paggio and Chester giving chase. Curry and Currie crashed out of the gate and entered the first turn in last place. Currie was the first to remount with Curry back about five seconds. DeSpain and Perolio quickly passed Renner to battle for the point position. Perolio hounded DeSpain for three laps before making his way by. By this time Currie had worked his way into third and Curry into fifth with plenty of time left in the moto. Currie closed in on Perolio and slipped by for the lead in the whoops as Curry struggled to pass DeSpain and Paggio. With a clear track ahead of him, Currie took full advantage and opened up a seven-second lead over Perolio. Two laps later Curry forced his way by DeSpain, Paggio and Perolio but found himself down 10 seconds to Currie. With just a few laps left in the race, DeSpain crashed and Perolio stalled letting Paggio move into third. Currie would hold on for the win ahead of Curry, Paggio, Perolio and a hard-charging Chester.

Results

125 PRO: 1. Paul Currie; 2. Jeff Curry; 3. Shaun Perolio 4. Anthony Paggio; 5. Jim Chester.

250 PRO: 1. Larry Brooks; 2. Jeff Curry; 3. Mike Treadwell; 4. Brian Manley; 5. Travis Blackburn.

Wills finds the way at Davenport vintage Half Mile

By Jeff Carstensen

DAVENPORT, IA, SEPT. 1
A record 156 racers competed in J&P Promotions' seventh annual Half-Mile Antique Motorcycle Flat Track Races at the Mississippi Valley Fairgrounds in Davenport, during which George Wills rode a 1948 Harley-Davidson to victory in the Handshift Pro class.

This is the largest antique flat track event in the nation. Some of the heat races for the 10 classes of competition had to be split into three runs due to the large turnout. Consequently the races ran past the 10 p.m. curfew, but site personnel allowed the finals to be run and prizes to be awarded.

The Board Track class was graced by a rare visitor: a 1914 yellow and red Cyclone in mint condition, ridden by Michael Lange, who finished fifth. First and second place went to John Chadwell of Texas and George Quinn of Florida, both on '23 Harley-Davidsons.

The 250cc Classic was won by the Illinoisian triumvirate of Ron Lancaster on a '67 Harley, Raymond Laisner on a '43 Harley and John Daniels on a '67 Bultaco.

In the Handshift Pro class, Wills was followed across the line by Indian-mounted Kenton Longcor, while the Handshift Amateur win went to Leo Jovanovic.

Results

250 CLSSC: 1. Ron Lancaster (H-D); 2. Raymond Laisner (H-D); 3. John Daniels (Bul); 4. Richard Coates (H-D).

600 AM: 1. Bill Snyder (Bul); 2. Craig Breckon (Tri); 3. Jim Eastlee (Yam); 4. Bill Reimers (Bul).

OPEN TW AM: 1. Doug Goforth (H-D); 2. George Mack (Tri); 3. Dave Christianson (Tri); 4. Jac Donald (Yam).

600 PRO: 1. John Fike (BSA); 2. Ron Atherton; 3. Johnny Isaacs (BSA); 4. Jeff Abels (Yam).

OPEN TW PRO: 1. Rickey Fiscel (Tri); 2. Dallas Babcock (H-D); 3. John Clark (Tri); 4. Matt George (H-D).

165: 1. Steve Thomas (H-D); 2. Craig Breckon (H-D); 3. Byrl Fleming (H-D); 4. Scott Ransom (H-D).

FTSHFT: 1. David Atherton (BSA); 2. John Phillips (Tri); 3. Al McRoberts; 4. John Daniels (Tri).

HNDSHFT AM: 1. Leo Jovanovic (H-D); 2. Richard Schaeuble (H-D); 3. Jerry Chinn (Ind); 4. Jim Adams (Ind).

HNDSHFT PRO: 1. George Wills (H-D); 2. Kenton Longcor (Ind); 3. Freddy Pettis (H-D); 4. Kelly George (Ind).

BRD TRK: 1. John Chadwell (H-D); 2. George Quinn (H-D); 3. Larry Semler (H-D); 4. Gene Baron (H-D).

Eastlee powers to Willmar Vintage Short Track win

By Mike Zbrozek

WILLMAR, MN, SEPT. 16
James Eastlee powered his 750cc Yamaha to the checkers in the Open Twin main event during round 23 of the Broz Financial Ltd. Vintage Classics VIII Dirt Track Series at the Kandiyohi Fairgrounds.

The Omar's Racing-promoted event brought VDTRA riders together from 10 states and Canada to compete on the three-eighths-mile clay oval.

Thirteen vintage Open Twins were entered on the night with two heats run for starting positions in the main. Eventual winner Eastlee took the first heat by holding off a late-race charge by Randy Riley, and heat number two was dominated by the Yamaha 750 of Jac Donald.

In the main event, Eastlee led the pack back to the line with Ron Leeman and Jac Donald in tow. Donald slipped by Leeman in turn one to challenge Eastlee, but did not advance. Leeman and his Triumph slipped off the groove in turn four of the following lap and surrendered another position two laps later to a charging Randy Riley. Donald continued to challenge Eastlee throughout the race with the sprint to the checkered flag showing the two riders only a couple of feet apart. Duane Petersen on a Yamaha held off Joe Blackwell on a Yamaha for sixth place.

In Masters-class action, Steve Boggs sailed to victory on his Yamaha over Marion Klunder's BSA and Tom Robertson's Yamaha after a convincing heat-race win.

In Pro Twin action, Triumph-mounted Ricky Fiscol continued his winning ways over Dallas Babcock and Johnny Isaacs. The race was cut to a four-lap sprint after Mike Meyer and his Star Video-sponsored Yamaha went down hard on the fifth lap in turn one bringing out the red flag. Meyer was not seriously injured, but he had a long, sore ride back to Arkansas for his effort.

Results

OPEN PRO TW: 1. Rick Fiscel (Tri); 2. Dallas Babcock (H-D); 3. Johnny Isaacs (Tri); 4. Steve Boggs (Yam); 5. John Fike (BSA).

OPEN TW: 1. Jim Eastlee (Yam); 2. Jac Donald (Tri); 3. Mike Zbrozek (Tri); 4. Randy Riley (Yam); 5. Ron Leeman (Tri).

600 AM: 1. Buzz Arndt (Yam); 2. Bill Snyder (Bul); 3. Charles Langland (Duc); 4. Tim Gregory (Yam); 5. Randy Thistle (Yam).

MSTR: 1. Steve Boggs (Yam); 2. Tom Robertston (Yam); 3. Marion Klunder (BSA); 4. Bob Sutherland (Yam); 5. Tom Laird (Tri).

Kanns, Ezerins dominate Aztalan Motocross

By Andrew Bussen

LAKE MILLS, WI, SEPT. 10
Torque Center's Eron Ezerins was in his truest form, winning four motos en route to overall wins in the 125 and 250cc A classes while the dynamic Golden-Gopher duo of Mike and Shelly Kann garnered their share of trophies and cash at the Aztalan Cycle Park.

Mike Kann recently graduated from the 125cc B class and made his debut in the 125cc A class by getting the holeshot the first moto. Seasoned veterans chasing him down, eager to give him a rude introduction to the new division, included Eron Ezerins, Karter Busse, Jason Warner and Brad Jerominski. Ezerins found the fast line around Kann and took Busse and Jerominski with him. These four riders set a blistering pace, with Kann holding off fifth-place finisher Warner. Behind these top finishing riders, the 22-rider field was very competitive. It was impossible to keep track of all of the position swapping which took place for six laps.

The second 125cc A moto was holeshot by Kawasaki rider Jerominski, followed by Suzuki-mounted Todd Mayer, Ezerins, Ken Masch, and Busse. Ezerins wasted little time going around Mayer but found Jerominski to be a tougher prey to catch. After reeling him in, Ezerins went on for the win and the overall. Masch, coming off an AMA suspension, held off an ailing Busse for third, with Team 2 Racing's Ryan DeGroot rounding out the top five in moto two.

Despite finding the going tough in the A ranks, Mike Kann appeared to have shortened his motocross learning curve as the Minnesota rider easily won both motos of the 125cc Junior Class, equaling the performance of his last visit to the Aztalan Cycle Park earlier this season.

Coming off a third-place finish in the Women's Class at the Loretta Lynn's Amateur National Championships, Shelly Kann had little difficulty winning both motos of the class at this event.

Results

125 JR: 1. Mike Kann; 2. Cliff Dougherty; 3. Aaron Miller; 4. David DeClark; 5. Dustin Kuentjes.

VET A: 1. Thomas Dretzka; 2. David Donahue; 3. Chuck Kingstad; 4. Eriks Ezerins; 5. Jeff Lois.

VET B-1: 1. Michael Gowe; 2. Troy Thuemling; 3. David Sutrick; 4. Josh Christensen; 5. Tim Reimer.

VET B-2: 1. Michael Weiler; 2. Mark Henry; 3. Scott Conger; 4. Dennis Jochman; 5. Mark Schellinger.

MINI JR: 1. Shaun Miller; 2. Nathan Sullivan; 3. Todd Sleaver; 4. Matthew Mraz; 5. Nick Kruse.

MINI 65: 1. Brad Modjewski; 2. Kirsten Raemisch; 3. Broc Stroebel; 4. Tyler Smolders; 5. Garrett Hojnacki.

MINI SR: 1. Greg Hochmuth; 2. Joe Gasser; 3. Andrew Foltz; 4. Kevin Hilbach; 5. Bernie Plummer.

MSTR: 1. Scott Hicks; 2. Thomas Dretzka; 3. Jeff Melcher; 4. Doug Forstner; 5. Tony Tamborino.

VINT: 1. Anthony Bohi; 2. Jake Barr; 3. Scott Snell; 4. Pete DeGrand; 5. Brian Oettel.

WMN: 1. Shelly Kann; 2. Wendy Modjewski; 3. Angela Kuentjes; 4. Angie Foltz; 5. Lynn DeClark.

40+: 1. Ken Kraus; 2. John Stroebel; 3. Charles Collins; 4. Harold Gooch; 5. Gary Day.

50+: 1. Hank Bronowicz; 2. Michael Micheli; 3. William Terry; 4. Dave Arva; 5. Robert Brotz.

P/W JR: 1. Brian Collins; 2. Cory Radcliffe; 3. Jody Walker; 4. Alex Gregoriu; 5. Buckley Andrews.

P/W SR: 1. Jared Keuntjes; 2. Matthew Hopkins; 3. Mitch Nooyen; 4. Garrett Hojnacki; 5. Tom Schurman.

125 A: 1. Eron Ezerins; 2. Brad Jerominski; 3. Karter Busse; 4. Ken Masch; 5. Ryan DeGroot.

125 B: 1. Aaron Huppert; 2. Joshua Tetzlaff; 3. Mike Zont; 4. Shelly Kann; 5. Ray Thompson.

Saeger sails at Hurricane Hills Motocross

By George Hodkinson

MAZEPPA, MN, SEPT. 3
Todd Lentz topped the 25+ A class while Randy Saeger was the winner in the 25+ C class, both riders scoring sweeps in the last race of the year to be held at the Hurricane Hills MX facility.

The 25+ classes were combined as the A and B divisions ran on one drop of the gate and the C's ran on the second drop.

On the A/B drop, A riders Todd Lentz and Bill Tilford were out in front of the pack and had a good race almost all the way to the checkers before Tilford caught Lentz in the whoop section and both the riders collided and went down. Each got up immediately and in a friendly fashion, making sure the other was all right. Then Lentz zipped away to score the moto win.

At the start of moto two, Bill Engstrom put his big-bore Honda CR500 into the lead followed by Untz and Tilford. By lap three, Engstrom and Lentz were fighting for the lead as Tilford slipped back into the pack of B riders. After having some problems on lap four, Engstrom dropped into second and Lentz went on for the second-moto and overall victory.

In the 25+ C class, which was behind the A and B drop, Tim Crews put his Suzuki 250 in to the lead followed by Saeger and Mark Reich on a Yamaha 250. Saeger wasted little time as he sailed over Crews on the straightaway jump after the first whoop section. It was all that he needed to score the moto win.

At the start of moto two it appeared that Crews was about to grab the lead again when Saeger swept the outside and got around for the lead. By the end of lap one it appeared again as if Saeger would win, and he did, scoring a clean sweep for the overall win.

Results

MICRO JR: 1. John Heirdein; 2. Brett Nagel; 3. Austin Schiltz; 4. Tyler Johnson; 5. Tyler Scott.

MICRO MINI SR: 1. Scott Ehlenkldt; 2. Justin Ruinpea; 3. Ralphie Allen; 4. Jon Stadgvold; 5. Clark Davis.

P/W: 1. Bill Krusmark; 2. Brett Ohlan; 3. Scott Ehlenfeldt; 4. Taylor Mellwissen; 5. Richard Denevan.

JR: 1. Jake Gottas; 2. Derek Osterberg; 3. Jacob Scholar; 4. Bobby Widman; 5. Bill Krusmark.
SR: 1. Beau Giaugue; 2. Ben Kremer; 3. Lance Hjelmen; 4. Tony Black; 5. Pete Kiley.
YTH: 1. Mike Kann; 2. Garrett McLaughlin; 3. Thor Mathison; 4. Zach Derry; 5. Logan Beckman.
16-24 A: 1. Tim Pospisil; 2. Bill Tilford.
16-24 B: 1. Jason McGrath; 2. Jeremy Labeau; 3. Brent McKean; 4. Wes Pogue; 5. Jamey Grosser.
16-24 C: 1. Brad Mason; 2. John Lechnir; 3. Dustin Axtman; 4. Todd Kemp; 5. Josh Fox.
25+ A: 1. Todd Lentz; 2. Bill Engstrom.
25+ B: 1. Darren Engblan; 2. Robert Rauner; 3. Mark Schoenmann; 4. Vincent Linders.
25+ C: 1. Randy Saeger; 2. Chuck Thompson; 3. Tim Crews; 4. David Lawson; 5. Peter Patton.
VET A: 1. Bill Engstrom; 2. Brian Otto.
VET B: 1. Thor Mathison; 2. Randy Nagel; 3. David Koenig; 4. Mark Schoennann; 5. Vincent Lindan.
VET C: 1. Randy Saeger; 2. Mike Meuwisseu; 3. Jeff Risch; 4. David Peterson; 5. Thomas Koenig.
SR 40+: 1. Brian Otto; 2. Roger Schellhammer; 3. Fred Fredickson; 4. Jerry Bumgardner; 5. Mark Thompson.
S/SR 50+: 1. Jim Denevan; 2. Mike Carter; 3. Richard Vanbramer.
WMN: 1. Shelly Kann.
125 B: 1. Shelly Kann; 2. Bryan Kremer; 3. Jeremy Labeau; 4. Brent McKean; 5. Wes Pogue.
125 C-1: 1. Ryan Megaw; 2. Dustin Axdm; 3. Jeff Folkno; 4. Curt Kleve; 5. Chad Kinnes.
125C-2: 1. Derek Hjelmen; 2. Jay Schenbring; 3. Jeremy Drager; 4. Zach Derry; 5. Bob Buckby.
250 B: 1. Jason McGrath; 2. Josh Patzoldt; 3. Matt Ludescher; 4. Troy Johnson; 5. Dustin Noble.
250 C: 1. Brad Mason; 2. Bert Torbenson; 3. Chuck Thompson; 4. Dana Alexander; 5. John Lechnir.

Robinson rips at Starwest MX

By David A. Procida

MORENO VALLEY, CA. SEPT. 16
Geoff Robinson put his best foot forward, and in this case it was in front of all the other 80cc-class riders as he rode to two first-place finishes during Starwest Supercross Park's Saturday Night Racing Under the Stars competition.

When the gate fell for the first moto it was Travis Bemis chasing Robinson to the first turn. Unfortunately he did it with the gas off, and as his Suzuki faltered, Jason Medina and Aaron Shackelford slipped by.

Bemis' RM woke up in time to keep Gary Motshagen at bay, but the Suzuki rider had his work cut out for him as Robinson and Medina were running away. Shackelford removed himself from the lead pack when he stalled his Yamaha in the street-side chicane and was quickly passed by Bemis.

Up front, Robinson had pulled away to a comfortable lead, which he held until the finish. Medina followed the RM pilot across the checkered a short distance behind. Robinson was unable to close the gap, and he finished third ahead of Motshagen and Shackelford.

The second-moto start mirrored the first with Robinson and Bemis heading the pack going into the double-horseshoe-shaped starting area. Medina was a strong third with the pack hot on his heels.

Bemis had his fuel on and the throttle down, not letting Robinson get away from him. Medina had the same thing in mind and the three riders formed a freight train that lasted the first three laps. Medina bobbled in a corner and dropped back momentarily, but he showed superior speed in the technical sections of the course and was once again the caboose in the three-rider train less than a lap later.

All three riders remained bunched up all the way to the checkered flag this time, and all it would take to change the finishing order was a bobble by either Robinson or Bemis. But an error never materialized, and the top three finished in the same order with Robinson taking the overall win.

Results

Pee Wee Track
STK A: 1. Justin Workman (Yam); 2. Sean McInroe (Yam).
STK B: 1. Brandon Million (KTM); 2. Chase Takacs (KTM); 3. Kameron Scott (KTM); 4. Nathan Litwin (Yam); 5. B.J. Bohrer (KTM).
BEG STK (4-6): 1. Justin Whaler (KTM); 2. Dave Greene (KTM); 3. Candice Motshagen (KTM); 4. Elizabeth Krynicki (Yam); 5. Kahn Goodsite (KTM).
BEG STK (7-8): 1. Mikal Overman (KTM); 2. Gerald Rodriguez (Yam); 3. Billy Anderson (Itj).
MOD STRTR: 1. Skyler Rickter (Yam).
MOD BEG (4-6): 1. Justin Whaler (KTM).
MOD A: 1. Ricky Hemme (LEM); 2. Justin Workman (Yam).
MOD B: 1. Brandon Million (KTM); 2. Kameron Scott (KTM); 3. B.J. Bohrer (KTM).
STRTER (4-6): 1. Keifer Sunderland (Yam); 2. K.C. Crafton (Yam); 3. Juan Carlos Motla; 4. Charlie Hate (KTM); 5. Jared Getzlaff (Yam).
STRTER (7-8): 1. T.J. Crafton (Yam).
Supercross Track
50 STK (4-6): 1. Chase Takacs (KTM); 2. Brandon Million (KTM); 3. Candice Motshagen (KTM); 4. Justin Whaler (KTM); 5. Kameron Scott (KTM).
50 STK (7-8): 1. Jarred Browne (KTM); 2. Sean McInroe (Yam).
50 MOD (7-8): 1. Rocky Hemme (LEM).
60 (6-8): 1. Carlos Gonzalez (Kaw); 2. Jarred Browne (Kaw); 3. Jeff Loop (Kaw); 4. Chris Aleksiejczyk (Kaw).
60 (9-11): 1. Jason Medina (Kaw).
80 BEG: 1. Aaronn Shackelford (Yam).
80 (0-11): 1. Geoff Robinson (Suz); 2. Travis Bemis (Suz); 3. Jason Medina (Hon); 4. Gary Motshagen (Yam).
80 (12-13): 1. Chris Rogers (Suz); 2. Todd Clayton (Yam).
80 (14-16) 1. Danny Carlson (Hon).
125 BEG: 1. Sean Clark (Kaw); 2. David Hutchison (Kaw); 3. Falk Ziegler (Hon).
125 NOV: 1. Tyson Taylor (Hon); 2. Andrew Smith (Kaw); 3. Jose Polasek (Hon).
125 INT: 1. Brad Simcox (Kaw).
125 PRO: 1. Dean VanRiper (Kaw).
250 BEG: 1. Rick Chak (Hon); 2. Miguel Anderson (Suz).
250 PRO: 1. Craig Hofmeister (Hon).
25+ NOV: 1. Jeff Pauli (Suz); 2. Ron Malone (Hon); 3. John Pack (Yam).
25+ INT: 1. Brad Simcox (Kaw).
30+ BEG: 1. Bill Getzlaff (Hon); 2. Richard Rey (Hon); 3. Derry Moore (Yam).
30+ NOV: 1. Mike Carr (Hon); 2. Jon Haddad (Yam).
40+ NOV: 1. Louis Springer (Yam).

Varnell storms Cactus Flats Trial

By Seymour Bettys

BIG BEAR, CA, SEPT. 17
National High School class competitor Steven Varnell swept through the Cactus Flats area of Big Bear aboard his OTP-sponsored Beta Techno and emerged the clear-cut winner of the Advanced B class at the Plonkers Trials Club-promoted, ATA-sanctioned event. Varnell ended the day with a mere 23 points, a full 39 less than runner-up Todd Rumsey, and only nine more than Advanced A-class winner and former Expert-class competitor Mark Oldar.

Varnell established his dominance right from the start, dropping only six points on his first loop. Jim Miller Sr. was his closest competitor with 16, and Rumsey trailed with 20. Varnell continued to pull away on loop two, even though he dropped two more points than he had on loop one with a total of eight. Rumsey remained consistent with another 20, while Miller faded hard and returned to the pits with a 30-point loop card.

Varnell put the finishing touches on his performance with a nine-point final loop. Miller found the form that had abandoned him on loop two and turned in a 17, but the damage had been done and Rumsey's 22-point final loop was enough to secure second overall.

"It's taken me a while to get used to the new Beta," said Varnell, who was the winner of a $1500 discount on a new Beta at the El Trial de Espana fund-raising raffle. "I'm just starting to get comfortable on the bike, and I can see myself improving."

As usual, Torr Motors' Mark Oldar emerged the winner in the Advanced A class, this month with a 14-point total. Runner-up position went to Kent Graham with 27, while Lon Brand rounded out the top three with 28.

In Intermediate A-class action, David Rector made a winning return to competition after breaking his heel earlier in the year at the San Diego Supercross trials exhibition. Rector piloted his somewhat worn and weathered Yamaha TY to a solid win with 16 points, followed by Ken Melody with 18. In his Intermediate A-class debut, a surprisingly on-form Mark Hogan emerged in third place with 19 points. Hogan tied Rector for low-loop honors of the day, as both turned in three-point cards and seven cleans on their second loops.

Results

NOV A: 1. Art Hall (20 points/11 cleans); 2. Al Nourian (51/8).
NOV B: 1. Randy Moore (18 points/17 cleans); 2. Mike Bledsoe (21/17); 3. Steven Sinnett (26/2); 4. Spencer Johnson (37/9); 5. Donald Erskine (52/6).
SPTSMN A: 1. James Smith (2 points/25 cleans); 2. Bob Grove (3/24); 3. Pip Hancox (9/20); 4. Kevin Quine (13/20); 5. Duane Stone (16/18).
SPTSMN B: 1. Gerald Biggers (22 points/20 cleans); 2. Mark Gravitt (23/14); 3. Sonny Su (24/16); 4. Barrett Deck (25/14); 5. J. Miller Jr. (26/14).
SPTSMN C: 1. Becky Carranza (20 points/15 cleans); 2. Bryan Benson (20/14); 3. Robert Heim (21/17); 4. Doug Fulton (29/13); 5. Richard Zinsmann (30/13).
INT A: 1. David Rector (16 points/20 cleans); 2. Ken Melody (18/17); 3. Mark Hogan (19/16); 4. Ron Cavataio (20/17); 5. Art Webster (20/16).
INT B: 1. Wayne Anders (17 points/17 cleans); 2. Kevin Reynolds (24/13); 3. John Thomson (33/9); 4. Gary Oborn (38/5); 5. Alan Malmquist (40/9).
ADV A: 1. Mark Oldar (14 points/17 cleans); 2. Kent Graham (27/10); 3. Lon Brand (28/10); 4. Oli Thordarson (31/10); 5. Jim Collins (38/8).
ADV B: 1. Steve Varnell (23 points/13 cleans); 2. Todd Rumsey (62/5); 3. J. Miller Sr. (63/4); 4. Dennis Wilson (65/7); 5. Charlie Rowlett (71/1).
OPEN: 1. Tom Lasater (51 points/7 cleans); 2. Rick Daffern (53/11).
EX: 1. Olivier Clamagirand (7 points/24 cleans); 2. Jared Malmquist (32/15).

Battles abound at Holeshot Raceway Motocross

By Mark Kromer

LINESVILLE, PA, SEPT. 16
A total of 10 riders consisting of 125cc A, B, and 250cc A, and B riders competed intensely for top honors in their respective classes at Pymatuning Holeshot Raceway. Throughout the field there were many evenly matched riders who gave fans plenty of action to watch.

In moto number one, 250cc A rider Mike Damratoski was able to lead wire-to-wire followed by 125cc A rider Trevor Vines. The true battle during this moto was taking place behind Vines, where remaining 125cc A riders Curt Holzer, Gary Robertson and Chuck Nicholson were engulfed in a three-way battle for second place. When time ran out, it was Damratoski across the line first followed by Vines, Robertson, Holzer and Nicholson.

A new face showed itself in moto two, when two-time 250cc B rider Darin Ernst stole the holeshot away from the pack of Pro riders. Damratoski, who quickly made it around, was followed by 125cc Expert rider and ex-KTM factory rider, Vines, who muscled his bike like a true Pro, pursuing the 250 of Damratoski. Ernst was then passed by the remaining 125cc Expert riders and became engaged in battle with 250cc A rider Mike Pinchak.

After several laps, Pinchak's experience prevailed, as he outran Ernst in a critical part of the track. Ernst was able to up his pace and equal the speed of the Expert rider, but it was not enough to regain the position. Vines was also unable to fulfill his goal and make it around Damratoski.

The real battle, however, was with the three remaining 125cc A riders. Many passes were made throughout the moto. With all riders evenly matched, it was anybody's race, but it was Nicholson who edged out Holzer and Robertson at the end.

A side show at Saturday night's race was held with three of the Expert riders competing aboard borrowed 80cc machines. Vines, Robertson and Damratoski battled throughout the race, only this time it was Vines who was victorious aboard a Yamaha, followed by Damratoski and Robertson, who were close behind riding Kawasakis.

Results

P/W (4-6): 1. Dustin Sefton (Yam); 2. Justin Charcalla (Yam); 3. Adam Ward (Yam); 4. Aaron Maxwell (KTM); 5. Jeremi Huff (Suz).
P/W (7-8): 1. George Baker III (Cob); 2. Jeffrey Mirt (LEM); 3. Matthew Doolittle (Cob); 4. A.J. Hattery (LEM); 5. David J. Allio (Suz).
60: 1. David Maxwell III (Kaw); 2. Nick Samuels (Kaw); 3. George Baker III (Kaw); 4. Neil Thompson (Kaw); 5. Josh Bishoff (Kaw).
JR MINI: 1. Brian Gerth (Suz); 2. David Maxwell (Suz); 3. Ryan Coleman (Yam); 4. Billy Fischer (Hon); 5. Mark Fischer (Hon).
SR MINI: 1. Ryan Edixon (Yam); 2. Brooks Rossman (Kaw); 3. James Morian (Kaw); 4. Jeff Melik (Kaw); 5. Trevor McDannel (Kaw).
S/MINI: 1. Ryan Edixon (Yam); 2. Brian Gerth (Suz); 3. Jeff Melik (Kaw); 4. Trevor McDannel (Kaw); 5. Brooks Rossman (Kaw).
125 SCHBY: 1. Justin Sabo (Kaw); 2. Ean Eichler (Hon); 3. Jessy Calvert (Hon); 4. Matt Kromer (Suz); 5. Justin Mealy (Hon).
25+: 1. Scott Smith (Hon); 2. Michaiel Venezic (Hon); 3. Johnny Young (KTM); 4. Milford Artman (Hon); 5. Buzzy Buzz (Yam).
SR-1: 1. Matt Manfredi (Suz); 2. Chris Kriebel (Hon); 3. Johnny Young (KTM); 4. Mark Torres (Yam); 5. John Pappa (KTM).
SR-2: 1. Rick Penovich (Hon); 2. George Lillie (ATK).
SR-3: Lucky Vines (Hon).
BMBR: 1. Eric Williams (Hon); 2. Joe Kestler (Bul); 3. Jeff Gack (Mai); 4. George Jobe (Hon); 5. Joe Woycheck (Hon).
125 C (D-1): 1. Justin Sabo (Kaw); 2. Michael Tucci (Hon); 3. Pat Hunyadi (Yam); 4. David Maxwell (Hon); 5. Russ Chesbro (Hon).
125 C (D-2); 1. Billy Read (Hon); 2. Dave Maras (Suz); 3. Josh Graeff (Hon); 4. Mike List (Suz); 5. Shaine Lewis (Yam).
125 B: 1. Rory Gehrliem (Hon); 2. Casey Swabik (Yam).
125 A: 1. Trevor Vines (Hon); 2. Chuck Nicholson (Suz); 3. Curt Holzer (Yam).
250 C: 1. Mike Wagner (Yam); 2. Vince Callander (Hon); 3. Brent Doolittle (Hon); 4. Mike Gillespie (Yam); 5. Jeff McKinney (Hon).
250 B: 1. Darin Ernst (Suz); 2. Jay Persinger (Hon).
250 A: 1. Mike Damratoski (Hon); 2. Mike Pinchak (Yam).
EXTRA BK: 1. Scott Smith (Hon); 2. Mark Maxwell (Suz); 3. Matt Kromer (Suz); 4. Mike Rice (Hon); 5. Darren Spence (Hon).
OPEN B/C: 1. John Pappa (KTM); 2. Mark Proper (KTM); 3. Doug Vanasco (Kaw); 4. James Henderson (Hon); 5. George Jobe (Hon).

Mark Hogan wheelied his way to third in the Intermediate A class at the Plonkers Cactus Flats Trial.

Lewis claims Langtown SX

By Scott Hoffman

THOUSAND OAKS, CA, SEPT. 2
In one of the fiercest battles in Langtown history, Jimmy Lewis sneaked off with a pair of Promoto wins and the lion's share of the $1000 purse during the 12th Annual Langtown Backyard Supercross.

The feature race of the night boasted a duel to the finish in both motos. Lewis grabbed the holeshot on his Martini Racing-backed XR. Charlie Flippen, Ray "Spike" Groom and Bob Langin were in tow. Unable to take the lead from Lewis, the second- through fourth-placed riders were changing position at an erratic pace till a bobble by Lewis in the Congo Whoops let Langin make a double pass and shoot into the lead. Groom fell and opened up a bit of space in the front-runners.

Langin built up a bit of a lead till the Congo Whoops struck again and pitched him to the ground. Lewis barely got by and made the two-lap dash to the checkers for the win with Langin right behind him. Groom took third, and Brian Calhoun was fourth.

Everyone was going for it in the second moto as Langin barely got the holeshot and was looking to pull away. Lewis saw an opening on the side of the house and slammed Langin into the fence for the pass. Groom took the same line and doubled Langin's problems. For the first seven laps, Lewis held his composure till the Congo Whoops took him as another victim, allowing Langin to charge by.

The order stayed the same until the last lap when an overzealous Langin styled one too may times over the bridge jump and stalled his bike. Lewis was right there to capitalize on the error and take the win. Groom also benefited by stealing second place and a dejected Langin managed to hold on to third.

Results

PRO: 1. Jimmy Lewis; 2. Ray Groom; 3. Bob Lagnin; 4. Brian Calhoun.
AM MOD: 1. Jay Spratt; 2. Chris Alamangos; 3. Glen Scott; 4. Jerry Matta; 5. Andrew Horton.
STK EX: 1. Glen Scott; 2. Jimmy Lewis; 3. Eddy Stabb; 4. Brian Calhoun.
STK AM: 1. Eric Mattson; 2. Jerry Matta; 3. Justin Kornoff; 4. Mike Washco; 5. Eric Dillon.
VET: 1. Jon Killian; 2. Ron Wood; 3. Gary Martini; 4. Mike Hames.

Florida Motocross Series banquet a success

By Kyle Myers

BELLEVIEW, FL, SEPT. 16
Over 200 people attended the first annual JT/HSKS Florida Motocross Series banquet at the VFW hall in downtown Belleview.

Tom Fogg was the big winner of the year as he topped both the 35+ and 40+ classes. In winning the 40+ division, Fogg earned the high-

Cory Gibbons (128) grabs the holeshot in 125cc Junior MX action at Sunrise Valley Raceway. Mike Gibson (186) was the overall winner in the class.

point award for the rider earning the most points in the series. J.B. Ballard, Jason Thomas, Jason Dodds and Steve Dye also won two titles. Ballard won the 80cc (12-13) and Supermini classes while Thomas took the 125cc B and the 15-24 divisions. Dodds captured the 125 and 250cc A classes, and Dye dominated the 25+ and 30+ categories.

The closest race of the year was in the 60cc class between Dustin Lynn and Brad Bernier. Lynn held on for the class win by a slim 50 points over Bernier.

Results

P/W (4-6): 1. Angie Moore 2. Sara Hampshire; 3. Ricky Renner; 4. Wang Wang Hayes; 5. Jon Camp.

P/W (7-8): 1. Marisa Hampshire; 2. Kyle Chisolm; 3. Davi Millsaps; 4. Phillip Ivers; 5. Matt Goerke.

60: 1. Dustin Lynn; 2. Brad Bernier; 3. Cody Roth; 4. Kyle Williams; 5. Barrett Smith.

80 (7-11): 1. Dan Truman; 2. Jeff Moore; 3. Chaz Northey; 4. Shawn Mayo; 5. Brad Bernier.

80 (12-13): 1. J.B. Ballard; 2. Ryan Davis; 3. Troy Adams; 4. Tom Parsons; 5. Tyson Hadsell.

80 (14-15): 1. Jesse Adams; 2. Andrei Boloni; 3. Zeb Bielling; 4. Tim Bantle; 5. Carlo Beard.

S/MINI: 1. J.B. Ballard; 2. Troy Adams; 3. Jesse Adams; 4. Ryan Davis; 5. Kyle Williams.

125 A: 1. Jason Dodds; 2. Paul Currie; 3. Anthony Pocorobba; 4. Jim Povolny; 5. Brian Manley.

125 B: 1. Jason Thomas; 2. Wayne Schaefer; 3. Ronnie Renner; 4. Kyle Myers; 5. William Batson.

125 C: 1. Cory Willey; 2. Scott McGuigan; 3. Jim Prevatte; 4. Robert Wright; 5. Barry Robertson.

250 A: 1. Jason Dodds; 2. Mike Amedeo; 3. John Lundy; 4. Brian Manley; 5. Travis Blackburn.

250 B: 1. Brett Bohannon; 2. Travis Willis; 3. Lee Tathan; 4. James McCormick; 5. Jeff Reynolds.

250 C: 1. David Kopoian; 2. Jimmy Kersey; 3. Jerry Kopoian; 4. Randy Shackley; 5. Greg Boyle.

125/250 BEG: 1. Anthony Torri; 2. Danny Hanson; 3. Roger Creamer; 4. Charles Satcher; 5. Scott Reese.

OPEN B/C: 1. Rudy Savelli; 2. Mark Bazinet; 3. Chris Reynolds; 4. Ron Mensforth; 5. Charles Lehing.

15-24: 1. Jason Thomas; 2. Ronnie Renner; 3. Scott McGuigan; 4. Ray Hansen; 5. Travis Willis.

25+: 1. Steve Dye; 2. Charles Satcher; 3. Willis Brock; 4. Jimmy Kersey; 5. Andrew Doiron.

30+: 1. Steve Dye; 2. Brian Whitcomb; 3. Mark Bazinet; 4. Mike Menefee; 5. Drew Justice.

35+: 1. Tom Fogg; 2. Brian Whitcomb; 3. Joe Steidl; 4. Drew Justice; 5. Jeff Clair.

40+: 1. Tom Fogg; 2. Joe Steidl; 3. Robert Dare; 4. Charles Lehing; 5. Dale Buck.

WMN: 1. Dona Clover; 2. Sonja Hamilton; 3. Cynthia Hillsman.

Gibson gasses Dealer Series Motocross finale

By Scott Hoffman

ADELANTO, CA, SEPT. 11

In a heated battle with a host of riders, Mike Gibson took home the victory in the 125cc Junior class during the final round of CMC's Yamaha Dealer Series at Sunrise Valley Raceway.

In moto one, Cory Gibbons jumped into the early lead while Bryan Jaramillo and Mike Gibson trailed. Gibbons stole the show early on and established that he was truly the man to beat. Jaramillo fell to the pressure on the second lap and slipped back to fifth while Gibson inherited the second spot. As the laps wore on, Jaramillo was able to recapture his composure and work back to third by the end. Up front, Gibbons cruised in for the first-moto victory followed by Gibson.

In moto two, Gibbons was out front when the field completed the first lap. Chris Thompson and Jaramillo held the second and third spots early on but were soon hounded by the likes of Gibson, who worked fast to drop both riders back to third and fourth. Thompson went on to finish third while Jaramillo ran into troubles and limped across the line back in the pack.

Up front, the battle for the lead started to heat up. Gibson started to reel in Gibbons and apply pressure. Gibbons fought long and hard but eventually fell to Gibson's relentless quest for the lead. Gibson went on to take the overall with his second-moto win. Despite a hard-fought battle, Gibbons had to settle for second.

In other race action, Frankie Castro was the big winner in the 250cc Beginner class. Castro pounded the competition by winning both motos back to back. Castro's closest competition was Mark Eckmann and George Medeiros Jr. Castro wasted little time in both motos by quickly jumping into the lead and never looking back.

Results

P/W STK: 1. Adam Miller (Yam).

P/W MOD: 1. Tyler Bryant (Yam).

80 BEG: 1. Adam Bourk (Yam).

80 (14-16): Scott Pripulen (Yam).

125 BEG: 1. Scott Pripton (Yam); 2. Ryan Orr (Yam); 3. Eric Hanks (Yam); 4. Mike Miller (Hon); 5. Rick Peterson (Yam).

125 JR: 1. Mike Gibson (Hon); 2. Cory Gibbons (Hon); 3. Chris Thompson (Suz); 4. Bryan Jaramillo (Kaw); 5. Tim Langdon (Kaw).

125 INT: 1. Andy Amaya (Yam).

PRO: 1. Scott Takacs (Yam); 2. Tim Telford (Yam).

250 BEG: 1. Frankie Castro (Yam); 2. Mark Eckmann (Yam); 3. George Medeiros Jr. (Yam); 4. Justin Turner (Yam).

250 JR: 1. Dennis Turner (Yam); 2. Chris Finley (Kaw).

250 INT: 1. Andy Anaya (Yam); 2. Mark Desch (Yam).

UTH AM: 1. Mark Eckmann (Yam); 2. Guy Coutner (Kaw).

UTH MSTR: 1. Jon Zahrt (Yam).

VET BEG: 1. Jon Hall (Suz).

VET INT: 1. Steve Williams (Hon); 2. Alan Kent (Yam); 3. Alex Spinelli (Yam).

VET MSTR: 1. Jon Zahrt (Yam); 2. Bob Shimp (Yam).

OT MSTR: 1. Bob Shimp (Yam); 2. Rich Hansen (Yam).

Iverson aces Cambridge ST

By Tim McBride

CAMBRIDGE, MN. SEPT. 9

Keegan Iverson served notice that his leap from last year's 80cc competition into the 250cc B class this year was serious business as the 14-year-old speedster recorded his first big win of the season at the Cambridge Speedway.

Jim Jarauszewski jumped into the lead at the start of the 250cc B-class main event, but it wasn't long before the upstart middleweight contender made the pass from Jarauszewski on the front straight of the second lap. Just as he did during the preliminary heat race, Iverson opened up a comfortable margin on his way to the black and white. Jarauszewski fended off the advances of third-placed Bob Rolstad to earn the runner-up honors.

Both the 60cc Mini and Mini Jr. classes saw season-long win streaks finally come to an end at the DTRA's final event of the season.

In the 60cc final, perennial front-runner Anthony Gardner saw his chances of a clean sweep vanish on the second lap when he crashed in turn two while leading the race. A fortunate Shawn Burr inherited the lead and raced to the checkers just ahead of second-place finisher Jacob Mataya. Gardner was a bit shaken during the get-off, but the hearty speedster remounted and finished the race.

The Mini Jr. (4-6-year-old) class was less dramatic; except for the proud parents of Jesse Alto. Chris Larson has dominated the field throughout the season, but Alto saved his own best for last by winning both the heat race and the main event. Alto was chased closely to the checkers by Larson, Matthew Crandell, Travis Henrichs and Randy Dibartolo.

Eric Brouhard proved that last week's Open Pro-class victory was not a flash in the pan for the Reynolds Printing/Faribault Harley-Davidson-sponsored Pro-Am contender. Once again, Brouhard lined up against District 23's finest. After suffering a bad start, he charged through the pack and eventually reeled in race leader Randy Triplett. With only two laps remaining, Brouhard applied just enough pressure on Triplett to trigger a slip from the veteran expert in turn two. Brouhard pounced at the opportunity, and grabbed the lead on the back straight. He then went on to score his second consecutive win. Triplett finished a close second ahead of Tony Kohner, Norb Gregory, Verdeen Langland and the rest of the 11-rider field.

Results

OPEN PRO: 1. Eric Brouhard (H-D); 2. Randy Triplett; 3. Tony Kohner (Rtx); 4. Norb Gregory (Hon); 5. Verdeen Langland (Hon).

OPEN B: 1. Tim Gregory (Hon); 2. Dave Jenkins (Yam); 3. Dave Koch (Hon); 4. Jim Jarauszewski (Yam); 5. Marty Mataya (Yam).

50+: 1. Buzz Arndt (Yam); 2. Bob Kohner (Hon); 3. John Sutherlin (Yam); 4. Phil Lambrecht (Yam); 5. Bob Reynolds (H-D).

40+: 1. Buzz Arndt (Kaw); 2. Daryl Pangerl (Yam); 3. Bob Kohner (Hon); 4. Dave Koch (Hon); 5. John Sutherlin (Yam).

30+: 1. Mike Lattman (Yam); 2. Justin Young (Bul); 3. Dave Jenkins (Yam); 4. Marty Mataya (Yam); 5. Keith Raveling (Hon).

250 B: 1. Keegen Iverson (Hon); 2. Jim Jarauszewski (Yam); 3. Bob Rolstad (KTM).

STK FRM: 1. Dave Koch (Hon); 2. John Sutherlin (Yam); Randy Thistle (Yam); 4. Bob Herman (Yam).

VINT SGL: 1. Buzz Arndt (Yam); 2. Tim Gregory (Yam); 3. Daryl Pangerl (Yam); 4. Charlie Langland (Duc); 5. Justin Young (Bul).

VINT TW: 1. Joel Gulbranson (Yam); 2. Frank Radloff (BSA).

NOV: 1. Dave Smith (Hus); 2. Mike Hagford (Yam); 3. Bob Hagford (Yam).

80: 1. Adam Henrichs (Yam); 2. Verlon Langland (Kaw); 3. Troy Johnson (Yam); 4. Anthony Gardner (Kaw); 5. Willie Broten (Suz).

60: 1. Shawn Burr (Kaw); 2. Jacob Mataya (Kaw); 3. Anthony Gardner (Kaw).

MINI SR: 1. Lee Mies Jr. (Cob); 2. Josh Koch (LEM); 3. Jacob Mataya (Itj); 4. Derek Geufoyle (KTM); 5. Kevin Anderson (Yam).

MINI JR: 1. Jesse Alto (KTM); 2. Chris Larson (Itj); 3. Matt Crandell (KTM); 4. Travis Henrichs (KTM); 5. Randy Dibartalo (Yam).

Tyer tackles Arbuckle ST

By Nicalee Sowders

WOODFORD, OK, SEPT. 10

Jason Tyer from Irving, Texas, rode his Honda 250 to first place in the 250cc Amateur class during short track racing action at Arbuckle Speedway.

In the 250cc Amateur main, Mark Witham grabbed the holeshot over David Key and Tyer. By lap two, Tyer and Ray Arnold got by both Witham and Key to take up the battle for the top position. While Arnold gave chase for the top position, George Van Bartel began to challenge Key for third place. When the checkered flag waved it was the Bill Milburn/Tucker Rockey/Sonic Drive-In/Lonestar Stainless-sponsored Tyer in first with Arnold in second and Van Bartel in third.

Zach Massey took the early lead in the 80cc class and had little trouble with Chad Wolfe who was in a distant second. Wolfe had trouble with third-placed rider Michael Horn as well as fourth- and fifth-placed riders Justin Arnold and Katie Harter. By the halfway point, the race was red-flagged when Emery Massey slid down in between turn three and four.

On the single-file restart, Zach Massey was again in the front of the pack and never looked back. When the checkered flag flew, it was Zach Massey taking his first main-event win of the season. Wolfe was second. Third went to Horn.

In the Open Amateur class, Casey Burton shot off the line with the holeshot and took the race from flag to flag. By lap six, second-placed rider Eddie Cook slid down in turn two and left the runner-up position to Chuck Bachman. When the checkered flag waved it was Burton, Bachman, and Bobby Dealminana finishing 1-2-3.

In the Open Expert class, Chris Reid got the holeshot, but Scott Stevens was there to take the top position away from Reid. During the course of the race, both Kurtis Taylor and Brandon Hancock got by Reid to leave him in fourth place. Stevens, Taylor and Hancock took the top-three positions.

Results

P/W: John Dealminana (Yam); 2. Bret Sowders (Yam); 3. Beth Harter (Yam).

WMN: 1. Katie Harter (Hon); 2. Allison Harter (Yam).

65: 1. Bret Sowders (Kaw); 2. Jason Clark (Hon); 3. Charlie Gaither (Hon); 4. Ryan Gaither (Hon).

80: 1. Zach Massey (Suz); 2. Chad Wolfe (Suz); 3. Michael Horn (Yam); 4. Justin Arnold (Yam); 5. Katie Harter (Hon).

125: 1. Ray Arnold (Yam); 2. David Massey (Yam); 3. Bryan Collins (Yam); 4. George Massey (Yam).

250: 1. Jason Tyer (Hon); 2. Ray Arnold (Yam); 3. George Van Bartal (Hon); 4. David Key (Yam); 5. Mark Witham (Hon).

OPEN AM: 1. Casey Burton (Hon); 2. Chuck Bachman (Kaw); 3. Bobby Dealminana (Yam); 4. Chris Harter (Yam); 5. Tony Rodriguez (Yam).

OPEN EX: 1. Scott Stevens (Rtx); 2. Kurtis Taylor (Rtx); 3. Brandon Hancock (Rtx); 4. Chris Reid (Rtx).

Simonsen smokes Roseburg Short Track

By Clay Light

ROSEBURG, OR, SEPT. 16

Professional riders from California, Oregon and Washington invaded Diamond Raceway for a piece of the $3500 up for grabs at the Northwest Race of Champions 10th-mile dirt track, but it was Castle Rock, Washington's J.P. Simonsen who went home the big winner.

Simonsen, riding a Honda, sat the pole position for the 12-rider, 25-lap main event. After three restarts, things finally got settled down and Simonsen jammed his way into the lead followed by Donald Paul and Jeff Harsha. Paul, best known for his 883cc National finishes, couldn't hold back Harsha, who passed Paul and set out after Simonsen.

Harsha wouldn't catch up to Simonsen on this particular night and was left to fend off Price, who shook off Paul, Ryan Anderson and Ingle, who came from near last to grab sixth at the finish.

Simonsen, the National number-37 plate holder, earned $1200 from the purse - $700 for a win in the Expert main event, plus an additional $500 for his win in the $1000 Dash for Cash - substantially more than what he earned one week earlier for his fifth-place finish at the Castle Rock TT National. Harsha, the second-place finisher, netted $500.

The event drew well over 100 entrants for the Professional and Amateur programs and was most likely Oregon's most extravagant dirt track since the demise of the Sidewinders TT program in 1987. The day's amateur winners included Brad Strong in the 60cc class, Bo Ingle in the 80cc division, Chris Sheets in the 125cc ranks and Open winner Bob Ingle.

Results

PRO-AM EX: 1. J.P. Simonsen (Hon); 2. Jeff Harsha (Rtx); 3. Eli Price (Rtx); 4. Donald Paul (Rtx); 5. Ryan Anderson (Rtx).

OPEN A: 1. Bob Ingle (Yam); 2. Steve Hyson (Rtx); 3. Jim Mahar Sr. (Hon).

125 A: 1. Chris Sheets (Suz); 2. Beau Brown (Kaw); 3. Bo Ingle (Suz).

80 A: 1. Bo Ingle (Suz); 2. Damien Saltzman (Suz); 3.Michael Burns (Hon).

60 A: 1. Brad Strong (Suz); 2. Jeffrey Barnes (Yam).

DASH FOR CASH: 1. J.P. Simonsen (Hon); 2. Jeff Harsha (Rtx); 3. Eli Price (Rtx); 4. Steve Hyson Sr. (Rtx).

Clark tops Ignacio SX

By Mike Arnold

IGNACIO, CO, SEPT. 3-4

Ryan Clark was the main man at the second annual Ignacio supercross, run in conjunction with the Ironhorse Harley Davidson Rally at Sky Ute Downs, which was met with open arms by the estimated crowd of 25,000 Harley Davidson groupies.

Moto one saw Kawasaki-mounted Isaiah Johnson take the holeshot with Clark in tow. Johnson powered his Team Green-sponsored KX250 to a small lead over the Suzuki of Clark. Chris Dennison was running hard in the third spot, desperately trying to close the gap between himself and the leaders. At the front, the action was a little on the slow side as Johnson and Clark were pulling away from the field.

Back in fourth, Jules Farmer took a sample of the Ignacio soil in the whoop section and surrendered a position in the process. This allowed Kyle Abney, the only 125cc-mounted rider in the field, to gain a position on his competition. With four laps left, the four front positions were set to go to the wire, but Caleb Leaf stepped up the pace and grabbed the fifth position from Farmer. At the checkers, it was Johnson over Clark and Dennison.

As moto two left the start, Clark put his factory-supported RM250 into the number-one spot and set a pace matched only by Johnson. Farmer stepped into the third spot and was looking for redemption after his less-than-stellar first moto. Hot on his heels again was Leath. On the third lap, Leath made the pass for the third spot and set a pace that put him in a zone away from the pack. Moto two took its toll on Dennison and Abney by way of crashes. On the second lap, Dennison went down and allowed Abney and Gary Salter to get around. On the seventh lap, with Salter leading Abney, Salter fell in a corner, and Abney, with nowhere to go hit him and fell.

When the checkered flag flew, Clark had outfoxed Johnson for the moto and overall win. Johnson was second overall with Leath taking the third position.

Results

Sunday

50 STK 1. Mark Graddy (LEM); 2. Tanner Theregesen (KTM); 3. K.C. Henthorn (LEM); 4. Bradley Grahm (LEM).

50 MOD: 1. Martin Montano (Yam); 2. Mark Graddy (LEM); 3. K.C. Henthorn (Yam); 4. Tanner Thergesen (KTM); 5. Bradley Grahm (LEM).

60: 1. Tony Martinez (Kaw); 2. Mark Graddy (Kaw); 3. Martin Montano (Kaw); 4. Joella Montano (Kaw).
80 BEG: 1. Dusty Holman (Kaw); 2. Eddie Martinez (Kaw); 3. Ethan Bates (Yam); 4. Kyle Roach (Kaw); 5. Steven Martinez (Yam).
80 INT: 1. Aaron Johnson (Kaw).
80 EX: 1. Justin Buckelew (Yam); 2. Ronnie Clark (Kaw).
125 BEG: 1. Brian Edwards (Suz); 2. Dustin Jolly (Yam); 3. Kris Asbell (Yam); 4. Shane Storng (Kaw).
125 JR: 1. Matt McDermott (Kaw); 2. Jerry Mills (Kaw); 3. Michael Fortenberry (Yam); 4. Jason Lavorgna (Kaw); 5. Eddie Archuleta (Hon).
125 INT: 1. Dax Kastrin (Suz); 2. Greg Herbold (Yam); 3. Zach White (Yam); 4. B.B. Carter (Suz); 5. Jonathon Stewart (Yam).
250 BEG: 1. Rick Webb (Hon); 2. Mickey Rodriguez (Yam); 3. Chris Cunningham (Hon); 4. Chris Conahan (Kaw).
250 JR: 1. Mike Geileufeldt (Yam).
250 INT: 1. Dax Kastrin (Suz); 2. Nicholas Marx (Hon); 3. Dave Tolzman (Hon).
VET: 1. Greg Herbold (Yam); 2. Steve Daugherty (Yam); 3. Randy Wysocki (Kaw); 4. Rick Webb (Hon); 5. Sam Goodman (Yam).
PRO: 1. Ryan Clark (Suz); 2. Isaiah Johnson (Kaw); 3. Caleb Leath (Kaw); 4. Chris Denison (Kaw); 5. Jules Farmer (Kaw).
Monday
50 STK: 1. Mark Graddy (LEM).
60: 1. Tony Martinez (Kaw).
80 BEG: 1. Ethan Bates (Yam); 2. Eddie Martinez (Yam); 3. Kyle Roach (Kaw); 4. Vance Kaime (Kaw); 5. Gabe Wilson (Yam).
80 EX: 1. Ronnie Clark (Kaw).
125 BEG: 1. Kris Asbell (Yam); 2. Jared Davis (Kaw); 3. Ryan Gunnink (Hon).
125 JR: 1. Brian Edwards (Hon).
125 INT: 1. Jonathan Stewart (Yam); 2. B.B. Carter; 3. Ronnie Clark (Kaw); 4. Nicholas Marx (Hon).
250 BEG: 1. Chris Conahan (Kaw); 2. Lyle McKnight (Suz).
250 INT: 1. Nicholas Marx (Hon); 2. Dave Tolzman (Hon).

Berry blasts Honda Hills MX

Mark Bliss

LINNVILLE, OH, SEPT. 19

The combined 125cc A, 250cc A, and 125cc B classes of the night program at Honda Hills MX turned into a shootout between YZ-mounted Christopher Berry and Suzuki-mounted Wesley Boyd with Berry claiming the win in the 125cc A class.

The two 125cc A riders quickly put distance on the combined pack and had a battle of their own. Berry holeshot the first moto and never relinquished the number-one spot despite the constant pressure from Boyd. The two were never more than a couple of bike lengths apart.

Moto two was an exact repeat of moto one. Berry again holeshot and gave it his all to keep his position. Boyd put in a good effort only to finish on Berry's back wheel. Yamaha pilot Joe Evener won the 250cc A class and Suzuki rider Terry Collins was the 125cc B winner, both by virtue of double-moto wins in their respective classes.

The largest class of the evening was the 250cc C, with 21 entrants. YZ-mounted Jeff Guest holeshot moto one followed by Suzuki-mounted Don Buckley and YZ rider Scott Thompson. Both Buckley and Thompson would eventually displace Guest as they wound up first and second in that order. The real story in the fast moto, however, was James Chapman. The Suzuki pilot put on an impressive charge through the pack from a dismal start to finish fourth.

Moto two again saw Guest blast out front with an awesome holeshot. The battle for the moto and overall win came down between Guest and Chapman, as moto-one victor, Buckley, crashed out of contention. After starting third, Chapman caught Guest at the halfway point and took the lead from there. Guest tried to keep pace but couldn't retake the Suzuki speedster. The moto win and overall honors went to Chapman while Guest had to settle for second in the moto as well as overall.

Results

125 A: 1. Christopher Berry (Yam); 2. Wesley Boyd (Suz).
125 B: 1. Terry Collins (Suz); 2. Lane Teater (Hon); 3. Larry Walker (Hon); 4. Rob Bingman (Suz); 5. Jeffrey Swenson (Hon).
125 C: 1. Richard Grosse (Suz); 2. Bob Rybacki (Hon); 3. Bob Thomas (Suz); 4. Floyd Doty (Yam); 5. David Leezer (Suz).
250 A: 1. Joe Evener (Yam).
250 C: 1. James Chapman (Suz); 2. Jeff Guest (Yam); 3. Scott Thompson (Yam); 4. Mark Bliss (Kaw); 5. Frank Wright (Hon).
OPEN: 1. Mike Russell (Hon); 2. Scott Thompson (Hon).
16-24: 1. Richard Grosse (Suz); 2. Larry Walker (Hon); 3. Rob Bingman (Suz); 4. Bob Rybacki (Hon); 5. Rob Cunningham (Kaw).
25+: 1. Joe Evener (Yam); 2. Tom Dolen (Hon); 3. Rod Hook (Suz); 4. Mark Matheis (Yam); 5. Steven Taylor (Hon).
4-STRK: 1. Keisuke Ishii (Kaw).
2-STRK B: 1. Javan Bylaw (Hon); 2. Brad Dysart (Suz); 3. Ben Jackson (Hon); 4. Doug Albaugh (Hon); 5. Rusty Fry (Hon).
4-STRK B: 1. Ben Jackson (Hon); 2. Eric Reames (Hon); 3. Tracy Fritter (Hon); 4. Matt Milatovich (Hon); 5. Richard Ricard (Hon).

Dobb does the job at Perris MX

By Tony Alessi

PERRIS, CA, SEPT. 9

Brit Jamie Dobb powered his Honda of Troy backed CR250 to a double-moto sweep of the 250cc Intermediate class during round one of the GFI Fall series held at Perris Raceway.

Red riders led the way during the start of the fast 250cc Pro race with local pro Larry Linkogle and Dobb filling the first two spots. Dobb quickly picked off Linkogle and pulled away, while Linkogle slipped back into the sights of Travis Preston and Fox Racing-backed Mark Easley. Linkogle fought hard to maintain his position but finally gave in to Preston's charge. Once into second, Preston set after Dobb but found himself fifteen seconds behind. Dobb went on to a convincing moto win over Preston, Linkogle, Japanese racer Takateru Atsuta and rookie David Ferrier.

Dobb found the going a little tougher in the second moto when he became a victim of a not-so-good start. Up front, Amaradio stole the show by setting a blistering pace and by performing a large double jump on the front straight. Linkogle, Atsuta and Preston began a three-way battle for second while Dobb worked his way successfully worked his way. For several laps Dobb methodically worked on Amaradio, chipping away at not only Amaradio's lead but also his confidence. With four laps to go Amaradio seemed to lose some steam and Dobb closed in for the kill, then simply rode around Amaradio and took over the lead. Dobb finished the moto ahead of Amaradio, with Preston a distant third and Linkogle, Atsuta and Ferrier rounding out the top six.

Pro Circuit/SplitFire-backed David Pingree powered his way to a double-moto victory in the 125cc Pro class over local favorite Greg Schnell. The two racers battled closely all day but Pingree seemed to have a sharper edge and came out on top. Preston was consistent for third on the day while Ty Kady and new Pro Eric Schnell rounded out the top five.

Jiri Dostal had a memorable race experience in the 125cc Intermediate class, not because he won but because he rode most of the second moto without a seat. In the end Dostal posted the win with a 1-2 finish over Jerry Alemad's 2-3 and Randy Danylo's 54.

Results

50 4-6 STK: 1. Jeff Alessi (LEM); 2. Cole Seely (KTM); 3. Ryan McClintock (KTM); 4. Tom McCathy (Yam); 5. Chad Gores (KTM).
50 7-8 STK: 1. Sean McInroe (Yam).
60 BEG: 1. Kyle Foltz (Kaw); 2. Brett Moumak (Kaw); 3. Adun Benavides (Kaw); 4. Justin Wilson (Kaw); 5. Dave Jackson (Kaw).
60 NOV: 1. Mike Alessi (Kaw); 2. Justin Munyon (Kaw); 3. Tyler Duncan (Kaw); 4. Tommy Cochran (Kaw).
60 INT: 1. Joshua Chowa; 2. Jason Medina (Kaw); 3. Andy Pierce (Kaw); 4. Scott Simon (Kaw).
60 OPEN: 1. J.J. Hall (Kaw).
80 FRST TMR: 1. Greg Alessi (Kaw); 2. Brett Mountain (Yam).
80 BEG: 1. Matt Armstrong (Yam); 2. Mike Gould (Yam); 3. J.J. Hall (Yam); 4. Eric Durrer (Suz).
80 NOV: 1. Devin Seeger (Yam); 2. Brian Hulsey (Kaw); 3. Kevin Gahan (Yam); 4. Scott Simon (Suz); 5. Donnie Durrer (Kaw).
80 INT: 1. Chris Rogers (Suz).
80 EX: 1. Bryan McGavran (Hon); 2. Sean Hamblin (Yam); 3. Danny Carlson (Hon); 4. Michael Young (Hon); 5. Dustin Ryley (Yam).
125 BEG: 1. Jason Duncan (Hlon); 2. Justin Gutierrez (Hon); 3. Dave Bily (Suz); 4. Jeremy Duncan (Hon); 5. Jeremiah Puvogez (Suz).
125 NOV D-1: 1. Ito Posca (Kaw); 2. Neil Alonzo (Kaw); 3. Lance White (Kaw); 4. Shawn McIntosh (Hon).
125 NOV D-2: 1. Chuck Parker (Suz); 2. Joe Fernandez (Kaw); 3. Casey Gould (Hon); 4. Philip Marvin (Suz); 5. John Shane (Kaw).
125 INT: 1. Jiri Dostal (Suz); 2. Jerry Aleman (Yam); 3. Randy Danylo (Suz); 4. Josh Warner (Suz); 5. Frank Mecono (Hon).
125 PRO: 1. David Pingree (Kaw); 2. Greg Schnell (Suz); 3. Travis Preston (Suz); 4. Ty Kady (Suz); 5. Eric Schnell (Suz).
250 BEG: 1. Jon Davidson (Kaw).
250 PRO 1. James Dobb (Hon); 2. Travis Preston (Suz); 3. Larry Linkogle (Hon); 4. Takateru Atsuta (Hon); 5. Tony Amaradio (Kaw).
25+ BEG: 1. Nick Baugh (Hon); 2. Tom Montes (Kaw); 3. Chris Sanchirico (Yam); 4. Eric Weber (Suz); 5. Tom Hunter (Hon).
25+ INT: 1. Kelly Pichel (Kaw); 2. Michel Becke (Yam); 3. David McCown (Hon); 4. Randy Danylo (Suz).
30+ 1. Greg Grundeman (Hon).
30+ PRO: 1. Willy Musgrave (Hon); 2. Loren Pochirowski (Hon).
35+ NOV: 1. Bob Bang (Yam); 2. Joe Licciardi (Suz); 3. Lou Soto (Suz); 4. Greg McCarthy (Hon).
40+ NOV: 1. Steve Bebeck (Suz); 2. John Fridlund (Hon).

Thiele king of Eleven Hills DT

By Michael Liechti

POTOSI, MO, AUG. 13

Chris Thiele held on through seven laps to take first overall on the Missouri Dirt Riders-crafted course at Eleven Hills Riding Area.

Chris Caplinger went into the woods first after a section of grass track followed by Chris Thiele, Steve Leivan, Leigh Letellier and Ken Yount. On the third lap, Caplinger went down and Thiele moved into first. Thiele, riding a KX250, held the lead for the remaining four laps with Leivan never more than a minute behind. The Team Green-sponsored Thiele crossed the finish only fifteen seconds ahead of Leivan for first overall. Leivan took first Expert with Yount close behind for second Expert. Chad Busebark and Jamie Jennings on Yamaha's rounded out the top five.

Rodney Oller and Jeff Lappe from the Intermediate class rode seven laps to finish first and second. Kevin Boyle completed six laps on his 350 Husaberg to capture first in the Four-Stroke class.

Results

O/A: 1. Chris Thiele (Kaw); 2.Steve Leivan (Yam); 3.Ken Yount (Yam); 4.Chad Busenbark (Yam); 5.Jamie Jennings (Yam).
AA/EX: 1. Steve Leivan (Yam); 2.Ken Yount (Yam); 3.Chad Busenbark (Yam); 4.Jamie Jenninqs (Yam); 5.Kevin Borts (Yam).
A/INT: 1. Rodney Oller (Yam); 2. Jeff Lappe (Yam); 3. Dwayne Miinch (Suz): 4. Bob Lowrey (Yam); 5. Sam Gosnell (Yam).

Gary Graham (3) made his way by Donny Banks (30) for the 35+ overall win at the Echeconnee MX.

OPEN: 1. Robert Brake; 2. Tanner England (Hon); 3. Brent Scrivner (KTM); 4. J.R.Hansen (KTM); 5. Nick Crawford.
250 B: 1. Aaron Shaw (Yam); 2.Kevin Harman (Yam); 1. Jay Williams (Yam); 4.Joe Kost (Yam); 5.Carl Dobson (KTM).
250 C: 1. Jerry Fifer (Kaw); 2. Matthew Coffman; 3. Kelly Eye; 4. Mike Dalton; 5. Robert Daumhoer.
2OO: 1. Steve Crews (Kaw); 2. Gary Mittelberg (Kaw); 3.Kevin Betts (Kaw); 4.Brian Belk (Kaw); 5. John Ardrey (Kaw).
125: 1. Brock Busenbark (Yam); 2. Steve Bough; 3. Jason Stegall (Yam); 4. Andy Laplanteo; 5. Luke Manion (Kaw).
4-STRK: 1. Kevin Boyle (Hsb); 2. Chris Sinan (Hsb); 3. Cornell Porters; 4.Nike Windmann (Hus).
SR: 1. Charles Thiele (Yam); 2.Roger Lerette (Yam); 3.William Guffey (Hon); 4. Jimmy Jones (Kaw); 5.Rick Whelove (Hus).
S/SR: 1. John Oller (Yam); 2.Robert Caplinger; 3. Larry Hayes (Hus); 4. Jim Letellier (KTM); 5. Jerry McComber (Hon).
JR: 1. Mike Guffey (Yam); 2. Chris Miller (Kaw); 5.Dustin Wisecup (Yam); 4. Jesse Faulstich (Kaw); 5. Stephen Maddox;
VINT: 1. Kenneth Hulsey (Yam).
TRL RDR: 1. Thomas Kuehno; 2. Matt Weiss; 3. Mike Chatfield; 4. Dennis Hunn,; 5. Jeff Bafaro.

Walker, Schuler double Echeconnee Motocross

By Gary Crider

MACON, GA, SEPT. 10

Over 400 riders converged on Echeconnee MX for the opening round of the AMA-sanctioned, seventh annual Georgia Fall Championship MX series where Matt Walker and Buck Schuler turned in spectacular performances, earning double class wins in their respective divisions.

Aaron Lindsey kept pace with Walker from start to finish in the first Senior Mini moto, but Walker was ahead at the flag in a close finish. Walker ran away with the second-moto win while Lindsey trailed in the runner-up position.

Walker was a one-man show in the Youth division, winning both motos by a wide margin. Lindsey, again, had to settle for a pair of seconds.

Schuler, a recent graduate from the Mini ranks, was the dominant force in 125cc C racing. Schuler holeshot both motos and stayed out front for a perfect score while the rest of the pack scrambled for the leftovers. David Hallmark's 4-4 tally netted runner-up gold over Zenith Deuley's 6-3 score.

Schuler came back to win the 250cc C division, but only after two hard-fought motos. Moto one saw Jeff Killian and Al McEver take turns in the lead position until McEver ended the debate with a charge at the last moment that saw him go by Killian at the flag for the win. Schuler, meanwhile, had worked through traffic to finish in fourth behind Greg Mau.

Schuler took command early in moto two after passing front-runners McEver and Mau. Killian came from behind and managed to drop McEver to fourth before the moto was over. The final result was a four-way tie with Schuler's 4-1 on top. Mau posted 3-2 to claim second over Killian's 2-3 while McEver's 1-4 netted fourth.

Results

WMN: 1. Jessica Patterson (Kaw); 2. Sonja Hamilton (Hon); 3. Dona Clover (Hon); 4. April Thomson (Suz); 5. Leah Cantrell (Kaw).
50 (4-6): 1. Dakota Beavers (KTM); 2. Jase Lewis (Yam); 3. Clayton Henderson (KTM); 4. Daniel Lyautey (KTM); 5. Easton Hankins (LEM).
50 (7-9): 1. Josh Davis (LEM); 2. Austin Albers (LEM); 3. L.B. Horne (Cob); 4. Brent Carden (Cob); 5. Cody King (LEM).
60 (6-9): 1. Andrew Matusek (Kaw); 2. Luke Bunendahl (Kaw); 3. Gregory Roberts (Kaw); 4. Joshua Moritz (Kaw); 5. Buck Hartzog (Kaw).
60 (10-11): 1. D.C. Thomason (Kaw); 2. James Clanton (Kaw); 3. Todd J. Allen (Kaw); 4. Michael Dalton (Kaw); 5. Tim Proctor (Kaw).
80 BEG: 1. Michael Alexander (Hon); 2. Richard White (Hon); 3. Lee Nesmith (Hon); 4. Justin Muntz (Hon); 5. Zach Carmel (Hon).
JR MINI: 1. Cody Watford (Suz); 2. Michael Sisemore (Hon); 3. Jordan Peeples (Kaw); 4. Dash Lyle (Kaw); 5. Christopher McCorkel (Yam).
SR MINI: 1. Matt Walker (Kaw); 2. Aaron Lindsey (Kaw); 3. Jon-Boy Monk (Hon); 4. Josh Whitmire (Yam); 5. Thomas Emmett (Hon).
YTH: 1. Matt Walker (Kaw); 2. Aaron Lindsey (Kaw); 3. Luke Montgomery (Suz); 4. Jon-Boy Monk (Kaw); 5. Trey Powell (Hon).
125 BEG: 1. Al Gray (Hon); 2. Frank Byrd (Hon); 3. Ned Dixon (Hon); 4. Jake Hamlin (Suz); 5. Shane White (Kaw).
250 BEG: 1. James Graham (Suz); 2. Chris Ponder (Suz); 3. Zack Tatum (Yam); 4. Shane Millsap (Suz); 5. Van Anderson (Hon).
125 C: 1. Buck Schuler (Suz); 2. David Hallmark (Suz); 3. Zenith Deuley (Suz); 4. Trey Powell (Hon); 5. Travis Bailey (Suz).
250 C: 1. Buck Schuler (Suz); 2. Greg Mau (Hon); 3. Jeff Killian (Yam); 4. Al McEver (Hon); 5. Randy Osborn (Yam).
125 B: 1. Josh Morgan (Kaw); 2. Chad Anderson (Kaw); 3. Luke Montgomery (Suz); 4. Greg Day (Hon); 5. Anthony D'Amico (Suz).
250 B: 1. Paul Delaurier (Suz); 2. Telly Olympiaidis (Hon); 3. Tim Bruce (Suz); 4. Josh Morgan (Kaw); 5. Luke Montgomery (Suz).
U/L AM: 1. Tim Bruce (Suz); 2. Rodney Scott (Hon); 3. Jason Wasdin (Hon); 4. Zack Cummings (Yam); 5. Ryan Tuggle (Hon).
25+ B/C: 1. Dennis Sidener (Hon); 2. Al McEver (Hon); 3. Kevin Brulé (Hon); 4. Joey LeDoux (Kaw); 5. Warner Wilbourn (Hon).
25+ A: 1. Tommy Martin (Hon); 2. Davy Duprell (Kaw); 3. Glenn Bates (Hon); 4. Jon Krieger (Kaw); 5. Duke Reese (Yam).
30+: 1. Glenn Bates (Hon); 2. Greg Roberts (Suz); 3. John Trissel (Hon); 4. Joe Rogers (Hon); 5. Bill Darley (Kaw).
35+: 1. Gary Graham (Hon); 2. Kevin Brulé (Hon); 3. Joey LeDoux (Kaw); 4. Danny Faulk (Kaw); 5. Randy Barfield (Kaw).
40+: 1. Warner Wilbourn (Hon); 2. Larry Hamrick (Suz); 3. Dale Deaton (KTM); 4. Kenny Hall (Hon); 5. Vance Chase (Hon).
250 A: 1. Dwayne Bone (Hon); 2. Christopher Bailey (Hon); 3. Sean Dukes (Hon); 4. Tommy Martin (Hon); 5. Rob Stuckey (Hon).

Langland doubles New Ulm ST

By Tim McBride

NEW ULM, MN. SEPT. 3

Verdeen Langland won in the Open Pro-class at the Flying Dutchman Motorcycle Club's dirt track race at the Brown County Fairgrounds.

Langland and Eric Brouhard broke away from the rest of the field soon after the start of the Open Pro-class main event and engaged in a titanic battle that went the distance. Brouhard lead early only to succumb to Langland just past the halfway point of the race as Langland finally made a pass that would stick. Meanwhile, the Sioux Falls, South Dakota, contingent of Peter Tapkin, Mike Lalley and Bob Anderson argued over the third-place honors. Langland went on to edge Brouhard for his first big win of the season. Tapkin eventually prevailed over Lalley and Anderson.

In 250cc Pro action, Langland had his hands full with upstart Pro-class contender Dusty Faulds. Faulds saw his chances of a victory come to an end when he fell uninjured with a couple of laps remaining. Langland then went on to his second win on the day. Amazingly, Faulds recovered in time to retake the runner-up spot from Wild Card entrant Keegan Iverson.

Results

OPEN PRO: 1. Verdeen Langland; 2. Eric Brouhard; 3. Peter Tapken; 4. Hile Lalley; 5. Bob Anderson.
250 PRO: 1. Verdeen Langland; 2. Dusty Faulds; 3. Keegan Iverson.
OPEN B: 1. Tim Gregory; 2. Dave Jenkins; 3. Tim Zemanovic; 4. Dave Koch; 5. Keith Raveling.
250 B: 1. Tim Zemanovic; 2. Dusty Faulds; 3. Keegan Iverson; 4. Dave Mendinger; 5. Mark Domeoer.
30+: 1. Dave Jenkins; 2. Keith Raveling; 3. Paul Taylor.
40+: 1. Buzz Arndt; 2. Dave Koch; 3. John Sutherlin; 4. Bob Herman; 5. Craig Rutschow.
50+: 1. Buzz Arndt; 2. John Sutherlin; 3. Bob Keyes; 4. Frank Radloff.
125 B: 1. Dusty Faulds; 2. Curtis Sullivan.
NOV: 1. Steve Doty; 2. Mat Gulden; 3. Martin Leir; 4. Dean Stueber; 5. Greg Schmidt.
80: 1. Adam Henrichs; 2. Anthony Gardner; 3. Verlon Langland; 4. Jacob Rademacher; 5. Willie Broten.
60: 1. Anthony Gardner; 2. Shawn Burr; 3. Cohlman Rutschow; 4. Andrew Larson; 5. Chad Soren.
MINI SR: 1. Lee Hies; 2. Derek Gufoulye; 3. Josh Koch; 4. Clayton Rutschow; 5. Jeremy Tratinger.
MINI JR: 1. Chris Larson; 2. Mat Crandell; 3. Travis Henrichs; 4. Brad Berknew.
VINT SGL: 1. Buzz Arndt; 2. Tim Gregory; 3. Charlie Langland; 4. Frank Radloff.

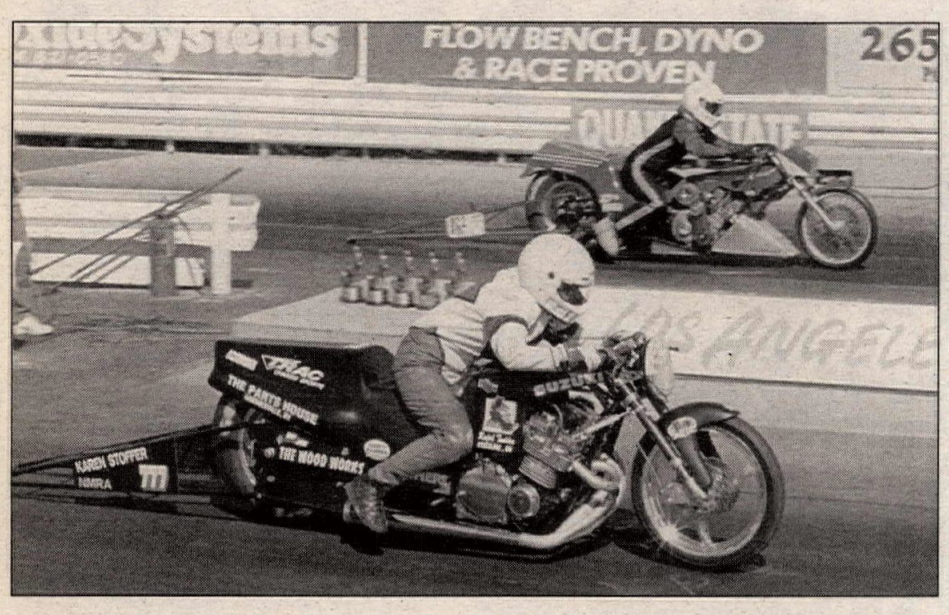
Laninovich lands mini win at Barona Oaks Motocross

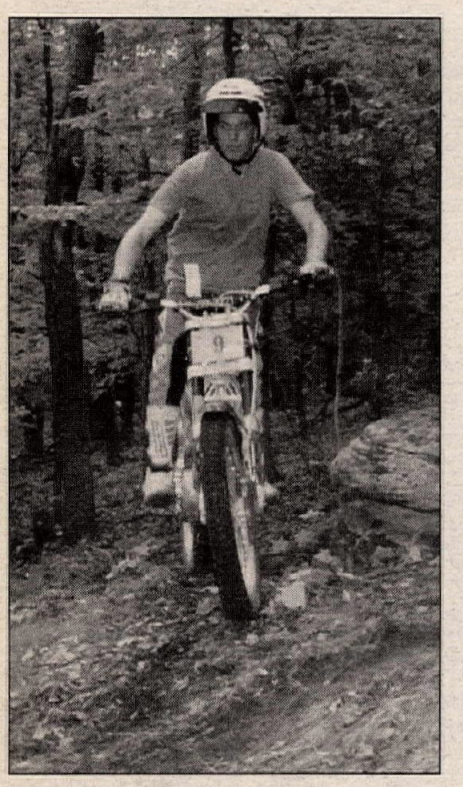
By Homer Eubanks

RAMONA, CA, SEPT. 10

Race 14 of the 20-race CMMC series held at Barona Oaks Raceway provided plenty of minibike action.

Billy Laninovich had his hands full with Dusten Watson in the 80cc Novice Stock class. Laninovich was slow to react at both gates and





(Top) Karen Stoffer (front) defeated number-one qualifier Clark Sargis for the Pro Mod victory at Los Angeles County Raceway's NHRA/NMRA drag race. (Left) Matt Hughson picked up 44 points en route to a second-place finish at the Corning Trial.

Watson holeshot. In the first round, Laninovich had to study Watson for three laps before stealing the lead. Laninovich reacted quicker in the second moto and was able to take the lead on lap two. The lone 80cc Intermediate rider, John Hopkins, rode with this class and was started last of the six riders. In the first moto he managed second overall and placed second in the next moto.

The 80cc Beginner trophy went to Brandon Hamlett after two consistent second placings. In the first moto, Alfredo Contreras took over on the third lap of moto one and Hamlett was unable to retake the position. In the second round it was all Joshua Navarro. Navarro holeshot and rode uncontested to the checkered. Navarro had finished ninth in the first moto to earn fifth overall. Hamlett got off the gate in third place and stayed there for three laps before Tim Armbrister fell giving him the second spot. By then Navarro was long gone and Hamlett had to settle for second.

Jake Bissonnette and Cas Swift traded moto wins in the Pee Wee (7-8) Stock class. Bissonnette holeshot the first round with Swift taking over on the fifth lap. In the second moto Swift moved into the lead on lap three but Bissonnette came back on the fifth lap of a seven-lap race and took the win.

Chase Takacs captured the Pee Wee (0-6) Stock class after fighting off second-overall finisher Weston Peick. Peick proved quickest off the line in both motos but Takacs took over.

Chris Swift managed to edge out Steve Laninovich in the Old Pharts A division after losing to Laninovich in the first moto. Laninovich pulled out early in the second moto but Swift took over on lap two after Laninovich appeared to lose his momentum.

Results

INTRO TO MX: 1. Ryan Newman (Kaw); 2. R.J. Underwood (Kaw); 3. Ryan Coleman (Kaw); 4. Austin Hodges (Kaw); 5. Grant Davis (Yam).

P/W FRST TMRS: 1. Brock Harden (KTM); 2. Jake Kircher (Yam); 3. Mark Hardy (KTM); 4. Kyle Eubanks (Yam); 5. Carissa Musarara (Yam).

P/W (0-6) STK: 1. Chase Takacs (KTM); 2. Weston Peick (KTM); 3. Phillip Bruseella (Yam); 4. Kyle Spaulding (Suz); 5. Candice Motshagen (KTM).

P/W (7-8) STK: 1. Jake Bissonnette (KTM); 2. Cas Swift (KTM); 3. Chris Moore (LEM); 4. Adam Kircher (KTM); 5. Aimee Jones (Yam).

JR BEG: 1. Chris Moore (Kaw); 2. Phillip Bruscella (Kaw); 3. Anthony Charette (Kaw).

JR (0-8): 1. Zac Wray (Kaw); 2. Cas Swift (Kaw); 3. Dallas Peick (Kaw).

JR (9-11) STK: 1. Jesus Casillas (Kaw); 2. Ryan Beat (Kaw); 3. Anthony Bruscella (Kaw); 4. A.J. Lee (Kaw); 5. David Meyers (Kaw).

80 BEG: 1. Brandon Hamlett (Kaw); 2. Alfredo Contreras (Yam); 3. Tim Armbrister (Kaw); 4. Patrick MacKaig (Yam); 5. Joshua Navarro (Kaw).

80 (9-11) STK: 1. Jesus Casillas (Yam); 2. Travis Bemis (Suz); 3. Anthony Bruscella (Suz); 4. Clinton Pierce (Suz); 5. Andrew Wageman (Hon).

80 NOV STK: 1. Billy Laninovich (Yam); 2. Dusten Watson (Suz); 3. Matt Condon (Yam); 4. Jake Elkins (Kaw); 5. Jon Meyers (Kaw).

80 INT: 1. John Hopkins (Kaw).

S/MINI: 1. John Hopkins (Kaw); 2. Billy Laninovich (Yam); 3. Jesus Casillas (Yam); 4. Dusten Watson (Suz); 5. Matt Condon (Yam).

125 (12-15): 1. Frank Datto (Suz); 2. Sean Clarke (Kaw); 3. Ronnie Loftin (Yam); 4. Matt Williams (Kaw); 5. Jon Meyers (Kaw).

125 BEG: 1. Brandon Vielguth (Kaw); 2. Zack Shirley (Yam); 3. Dru Blocker (Yam); 4. Charles Sheldon (Kaw); 5. Zack Hulcer (Hon).

125 NOV STK: 1. Geoff Walters (Suz); 2. Michael Fox (Kaw); 3. Ronnie Loftin (Yam); 4. Sean Sparkman (Hon); 5. David Fox (Suz).

125 MOD: 1. Matt Williams (Kaw).

125 INT: 1. Wilson Nichols (Suz); Cory Bender (Hon).

250 BEG: 1. Joey Russo (KTM); 2. Jason Bradford (Hon); 3. Aaron McDonough (Hon).

250 NOV: 1. Daniel Nichols (Suz); 2. Shaun Ireland (Yam); 3. Ron Mialki (Suz).

OP B: 1. David Charette (KTM); 2. Frank Hamlett (Hon); 3. Chuck Fox (Suz); 4. Jeff Pallulat (Yam); 5. Randy Elkins (Kaw).

OP A: 1. Chris Swift (Hon); 2. Steve Laninovich (Suz); 3. Scott Richeson (Kaw); 4. Scott LaRosh (Hon).

250 PRO: 1. Gabe Bolivar (Hon).

250 EX: 1. Gabe Bolivar (Hon).

Bardell rocks Corning Trial

By Don Allis

CORNING, NY, SEPT. 24

District 6 Expert Chris Bardell was the top Expert in AMA District 4 trials action at the trial grounds near Corning, New York, finishing over Gas Gas-mounted George Brinkwart by a total of 18 points to Brinkwart's 33 points.

The Advanced class saw Beta Techno rider James Fox beat another Beta Techno rider, Matt Hughson by a score of 23 points to Hughson's 44 points.

Also from District 6, Robert Cavanaugh won the Intermediate class over New York rider Dana Guest by a score of 15 points to Guest's 18 points. Laverne Bowen rode a Fantic Section to the Senior A-class win with six points on the day.

Results

EX: 1. Chris Bardell (18 points); 2. George Brinkwart (33); 3. Travis Fox (34); 4. Chris Arnold (35); 5. Greg Bolt (48).

ADV: 1. James Fox (23); 2. Matt Hughson (44); 3. David Reed (47); 4. Jason Edler (50); 5. Jonah Leon (18).

INT: 1. Robert Cavanaugh (15); 2. Dana Guest (18); 3. James Sharer (25) 26; 4. Roger Allis, (23); 5. Noah Leon (26).

SR A: 1. Laverne Bowen (6); 2. Carl Peters (14); 3. Denny Edler (39); 4. Stephen Fedorka (63); 5. Richard Thompson (105).

NOV: 1. Brian Kavanagh (7); 2. Brian Clapper (18); 3. David Peterson (21); 4. Timothy Hoover (31); 5. Jeffrey Meede (32).

SR B: 1. Don Allis (3); 2. Robert Salter (7); 3. Gary Brogdale (18).

S/SR: 1. Doc Kavanaugh (22); 2. Bernie Caron (35); 3. John Knapp.

ROOKIE: 1. Daniel Benjamin (37); 2. Joshua Benjamin (54).

Stoffer stuffs 'em at Palmdale Drag Race

By Bob Johnson

PALMDALE, CA, SEPT. 8-10

Karen Stoffer scored an upset victory in the Pro Mod class when the National Hot Rod Association and the National Motorcycle Racing Association joined forces to put on a drag racing event at the 31st annual Palmdale Meet on the quarter mile at Los Angeles County Raceway.

Stoffer, a former NHRA Division 7 Motorcycle champion, returned to the winner's circle with her Suzuki by defeating Clark Sargis' '95 Kawasaki in Pro Mod final, 7.89/166.54 to Sargis' losing 8.42/121.79.

The eight-bike, heads-up eliminator category began with number-one qualifier Sargis running a 7.72/172.26 to defeat Scott Valentine, while Stoffer used a 7.93/161.34 to beat Sam Terranova. Art Engstrom defeated John Larson.

In the semi, Staffer ran a 7.87/163.23 to beat the class defending champion, Engstrom, who lost with an 8.00/166.08. Sargis got a bye into the final with an 8.48.

The Super Comp Bike (8.81 Index) class was won by John Albrecht's Extreme Sport Bikes-sponsored '90 Kawasaki, as he cut a better light (0.443) than his competition, Ron Score (0.495), and took the win with an 8.83/139.86 to Score's losing 8.81/140.13. In the semifinal, Score's Custom Cycle of Mesa (AZ)-sponsored Kawasaki defeated Larry Del Matio's Kawasaki, and Albrecht got a bye.

A pair of Arizona racers made up the Super Gas (10.14 Index) final. Craig Treble logged another NHRA win when he beat Steve Kleinberg for the class honor, 10.15/124.02 (0.428 r.t.) to a losing 10.19/128.57 (0.409 r.t.). In the semis, Kleinberg's Vance and Hines/NGK Plugs-sponsored '85 Suzuki beat Aaron Algazy while Treble got a bye.

Results

P/M: 1. Karen Stoffer (Kaw); 2. Clark Sargis (Kaw).
S/C: 1. John Albrecht (Kaw); 2. Ron Score (Kaw).
S/G: 1. Craig Treble; 2. Steve Kleinberg.
P/G: 1. Russ Collins Jr. (Suz); 2. Terry Borkman (Suz).
S/ET: 1. Wesley Messick (Suz); 2. Ken Van Buren (Kaw).
H-D/ET: 1. Russ Wright (H-D); 2. Dale Barber (H-D).

Gordinier Grabs Delta MX

By Carl Davis

DELTA, OH, SEPT. 16

Motoworld-sponsored Jay Gordinier took double moto wins in the Vintage '89 class to boost his yearly points lead over the pack in the MRA series. Gordinier's primo-looking CR was really cooking and even beat almost all of the newer bikes in Combined racing action.

In moto one, Art Blais' big KX500 roared into the lead, but Gordinier blasted past Blais over the uphill double and was long gone from there. A heated battle developed between Larry Risner and Jeff Keel with Keel moving past Risner at midmoto. Keel, who is also riding a Motoworld-sponsored CR, moved to within striking distance of Blais but couldn't find his way by.

Moto two was a great battle with several riders dueling for positions. Gordinier was cruising way out front, leaving Blais, Keel, Risner and YZ-mounted Ric Bauer (who was moved out of his class for double jumping). Bauer was super-aggressive and moved his old YZ125 past all the big bikes to nail down the second-moto runner-up spot. Blais held a steady third and brought home second overall, while Keel took third overall in a deserving ride.

Results

50 (4-6): 1. Justin Comiskey (Yam); 2. Joby Kaslowski (Yam); 3. Damon Bauer (Yam).

50 (7-8): 1. Paul Sharrar (Kaw); 2. Adam Behringer (Yam); 3. Josh McCullough (Hon).

50 SUPER: 1. Liam Murphy (Cob); 2. David Bacon (KTM); 3. Glenn Smith (LEM).

60: 1. William Hicks (Kaw); 2. Timmy Hollenbeck (Kaw); 3. Broc Bauer (Kaw).

80 BEG: 1. Ryan Richardson (Hon); 2. Ryan Ross (Yam); 3. James Gray (Suz).

80 NOV: 1. Brandon Fritts (Hon); 2. Gabriel Stahl (Yam); 3. John Maher (Kaw).

80 EX: 1. Ian Hammond (Suz); 2. Billy Dittman (Kaw); 3. Amanda Mastin (Suz).

125 JR: 1. Nicholas Wey (Kaw); 2. Jason McDonald (Suz); 3. Joshua Long (Suz).

125 BEG: 1. Scottt Donaldson (Hon); 2. Jon Maassel (Hon); 3. Josh Everett (Suz).

125 NOV: 1. Michael Turi (Suz); 2. Tony Dermyer (Suz); 3. Gary Fritts (Hon).

125 INT: 1. Nicholas Wey (Kaw); 2. Richard Watson (Suz); 3. Jason McDonald (Suz).

125 EX: 1. Shawn Castle (Suz); 2. Todd Murdock (Kaw).

250 BEG: 1. Jason Griffiths (Yam); 2. Rob Woodring (Kaw); 3. Bill McClure (Hon).

250 NOV: 1. John Miller (Suz); 2. Brian Rife (Hon); 3. Gene Wollfe (Kaw).

250 INT: 1. Todd Vicary (Suz); 2. Craig Smith (Suz); 3. Brad Dixon (Kaw).

250 EX: 1. Shawn Castle (Suz); 2. Lonnie Hammond (Yam); 3. Michael Hill (Suz).

16-24: 1. John Suman (Hon); 2. Matthew Feasel (Kaw).

25+: 1. Todd Vicary (Suz); 2. Lonnie Hammond (Yam); 3. Craig Smith (Suz).

30+: 1. George Fanelli (Suz); 2. Barry Mayo (Kaw); 3. Michael Hill (Suz).

35+: 1. Barry Mayo (Kaw); 2. Dan Kendall (Suz); 3. Michael Hill (Suz).

40+: 1. Barry Mayo (Kaw); 2. Harold Turner (Hon).

45+: 1. William Haggar (Hon); 2. Lynn Conway (Suz).

VINT '89: 1. Jay Gordinier (Hon); 2. Art Blais (Kaw); 3. Jeff Keel (Hon).

VINT '80: 1. Mark Burnhard (Hus).

4-STRK: 1. Karl Shamberger (Kaw).

Lodi TT season kicks off

By Donna Hall

LODI, CA, SEPT. 23

One hundred and fifteen riders showed up for the last really big short track of the summer season at Lodi's Short Track. The month of October will see the TTs as the main attraction at this track.

The Black Plate race (short track) was one of those heartbreakers for Danny Hart. It looked for all the world like Hart was headed for a wire-to-wire win when all systems stopped on his Rotax. This gave Rob Damron a much-needed win, with Billy Luker in second and Kevin Bricker on his trusty Honda in third.

The Open Money race was a real challenge for Olympic Tune Up/Bruce's Body Shop-backed Mark Key. It was Key's race wire-to-wire but Shaun Russell was on his rear wheel for the entire 10-lap main while Hart was making life miserable for Russell. All had to contend with knowing that the always-fast-and-threatening Lonnie Pauley was somewhere in traffic and making his way to the front of the pack. Pauley made a good run, but the checkered flag was all Key's, with Russell in second and Pauley earning a third-place finish.

The race that seemed to capture the fans' attention was the Open TT event. And open it was with 13-year-old Toby Jorgensen on his 250cc Honda, Eric Weisler on a 1974 750cc Yamaha and Danny Malfatti on his well-maintained 350cc Honda all going for the gusto. Malfatti held the lead for two laps before Jorgensen whipped on around him. This left Weisler and Malfatti banging bars. Dan Feldhaus then entered the fray on his 600cc Rotax to make for an interesting battle. Jorgensen ended up with the overall win and the 250cc Schoolboy points while Weisler and Malfatti took first and second for the old guys.

Results

PRO-AM EX: 1. Lonnie Pauley (Rtx); 2. Rob Damron (W-R); 3. Mark Key (W-R); 4. Billy Martin (Rtx); 5. Danny Hart (Rtx).

PRO-AM NOV: 1. Don Hart (Rtx); 2. Justin Hermesky (Rtx); 3. Shaun Russell (Rtx); 4. Geramy Rackley (W-R).

PRO-AM 250 EX: 1. Zane Amaro (Hon).

250 NOV: 1. Bob Marinelli (Yam); 2. James Mahar.

OPEN A MNY: 1. Mark Key (W-R); 2. Shaun Russell (Rtx); 3. Lonnie Pauley (Rtx); 4. Danny Hart (Rtx); 5. Don Hart (Rtx).

OPEN EX/BLACK PLATE: 1. Rob Damron (W-R); 2. Billy Luker (Rtx); 3. Kevin Bricker (Hon); 4. Jeff Gabhart (W-R).

OPEN B: 1. Bob Casey (Rtx); 2. Chris Rudy (Hon).

OPEN C: 1. Yumiko Hirao (Yam); 2. Scott Whitaker (Hon); 3. Marty Weisler (Yam); 4. Mark Amaro (Yam); 5. Rick Garcia (Yam).

VET A: 1. Larry Andres (Rtx); 2. Steve Fischer (Rtx); 3. Don Feldhaus (Rtx); 4. Matt Gomez (Rtx).

VET B: 1. Bob Casey (Rtx).

VET C: 1. Bob Marinelli (Yam).

OPEN A (TT): 1. Eric Weisler (Yam).

VINT A (TT): 1. Eric Weisler (Yam); 2. Danny Malfatti (Hon).

VINT B (TT): 1. Ralph Lee (Tri).

250 SCHBY: 1. Toby Jorgensen (Hon).

KNBY: 1. Carl Dilores (Hus).

100 A (TT): 1. Tony Meiring (Hon).

100 B (TT): 1. Aaron Cisco (Hon).

100 C (TT): 1. Satomi Kitabayashi (Hon); 2. Brad Spencer (Hon).

100 A (ST): 1. Toby Jorgensen (Hon); 2. Tony Meiring (Hon).

100 B (ST): 1. Aaron Cisco (Hon).

100 C (ST): 1. Chad Ross (Hon); 2. Satomi Kitabayashi (Hon).

80 A (ST): 1. Toby Jorgensen (Hon); 2. Tony Meiring (Hon).

80 B: 1. Brandon Inderbitzin (Hon).

80 C: 1. David Casey (Kaw); 2. Thomas Reid (Kaw).

60 B: 1. Corey Eaton (Kaw).

60 C: 1. Nicholas Moore (Kaw); 2. Derrick Ponton (Kaw).

P/W STK A: 1. Ryan Kuntz (KTM); 2. Jason Grewe (Yam).

P/W STK C: 1. Darrell Carroll (KTM); 2. Nick Stedman (KTM).

P/W MOD A: 1. Ryan Kuntz (Yam); 2. Mick Rinaldi (KTM).

P/W MOD B: 1. Jason Grewe (Yam).

P/W MOD C: 1. Chris Borjas (KTM).

Gold Cup MX draws 600

By Kyle Myers

GAINESVILLE, FL, SEPT. 24

Over 600 riders from seven states competed in the opening round of the 13th annual World Sports Gold Cup Series held at Gatorback Cycle Park, and Brian Manley was among the big winners of the day as he won two classes.

Manley was the only rider of the three to capitalize on the Yamaha and Suzuki contingencies. Manley won all four motos in the 25+ and Pro classes on his YZ. As the gate dropped for the first Pro moto, Manley led the 12-rider field into turn one with Anthony Pocorobba, Kenny Yoho, Todd Gardner and Kevin Knight following. Manley, Pocorobba and Yoho quickly pulled away from the pack to battle for the lead. Positions would stay the same for the next three

laps until the white flag came out. As Manley entered the gator pit on what he thought to be the last time, his wheel started to blow out and he coasted across the finish line to take the win, but the flagger had made a mistake. Manley pulled to the side off the track as Pocorobba and Yoho raced by. Manley realized his mistake and chased after the front runners, closing in on Yoho and Pocorobba but unable to find a way around them. Pocorobba held on for the moto win over Yoho, Manley, Todd Gardner and Jason Dodds. After the race the officials decided to give both Manley and Pocorobba first-place credit.

Manley again took control of the second moto with Yoho, Pocorobba, Gardner and Brian McElroy giving chase. Pocorobba passed Yoho, exiting the gator pit to move into the runner-up spot. Manley on his Cycle Sports/ Thor-backed machine pulled away to score the easy win. On the final circuit, Pocorobba got a flat rear tire as Yoho reclaimed second. Pocorobba limped home third just in front of a charging McElroy. Jarrett Tipping rounded out the top five.

Manley later returned to race in the 25+ division where he swept both motos over Earl May and Brian McElory. In the opening moto, Manley topped his teammate McElory, who was riding a 125. Mark Beaner, Earl May and Jeff Reynold rounded out the top five positions. In race two, Manley once again scored the win this time over May, Ricky Hampshire and McElory.

Results

P/W (4-6): 1. Ricky Renner (KTM); 2. Ryan Frager (KTM); 3. Angela Moore (KTM); 4. Jerrid Brown (LEM); 5. Dean Dyess (LEM).

P/W (7-8): 1. David Millsaps (Cob); 2. Jake Griffis (Cob); 3. Philip Hewett; 4. Brianna Millsaps (Cob); 5. Marisa Hampshire (LEM).

60: 1. Nate Davenport (Kaw); 2. Paul Perebijnos (Kaw); 3. Parker Kirton (Kaw); 4. Perry Kirton (Kaw); 5. Barrett Smith (Kaw).

80 (7-11): 1. James Stewart (Kaw); 2. Paul Perebijnos (Hon); 3. Chaz Northey (Suz); 4. Jeff Moore (Suz); 5. Nate Davenport (Kaw).

80 (12-13): 1. Matt Walker (Kaw); 2. Kyle Farnell (Yam); 3. Tyson Hadsell (Suz); 4. Tom Parsons (Suz); 5. Jason Bell (Suz).

80 (14-15): 1. August Lausberg (Kaw); 2. J.B. Ballard (Suz); 3. Clint Shealy (Yam); 4. Andrei Boloni (Suz); 5. Mike Stevenson (Yam).

S/MINI: 1. Matt Walker (Kaw); 2. Kyle Farnell (Yam); 3. James Stewart (Kaw); 4. Clint Shealy (Yam); 5. Tyson Hadsell (Suz).

125 YTH: 1. Jason Thomas (Hon); 2. Darren McElhattan (Suz); 3. Cory Willey (Kaw); 4. August Lausberg (Kaw); 5. James Webb (Suz).

16-24: 1. Todd Gardner (Hon); 2. Kenny Yoho (Hon); 3. Paul Currie (Kaw); 4. Mark Garrison; 5. Ed Ray (Hon).

125 C: 1. Bryan Griffin (Yam); 2. Brent Bulter (Suz); 3. Justin Moulton (Suz); 4. Dan Sallas (Kaw); 5. Jason Fink (Hon).

125 B: 1. Jason Thomas (Hon); 2. Chris Manning; 3. Ronnie Renner (Yam); 4. Lee Tatham (Suz); 5. James McCormick (Suz).

125 A: 1. Paul Currie (Kaw); 2. Brian McElory (Yam); 3. Anthony Pocorobba (Suz); 4. Chris Brown (Yam); 5. Jarrett Tipping (Suz).

250 C: 1. Ryan McNeal (Hon); 2. Brad Suggs (Hon); 3. Matt Stahlin (Hon); 4. Don Collins (Hon); 5. Sheldon McVay (Kaw).

250 B: 1. Jeff Reynolds (Yam); 2. Lee Tatham (Suz); 3. Steve Dumond (Yam); 4. James McCormick (Suz); 5. Bryan Abel (Suz).

250 A: 1. Anthony Pocorobba (Suz); 2. Jarrett Tipping (Suz); 3. Jason Dodds (Yam); 4. Ricky Hampshire (Hon); 5. Brett Sanger (Kaw).

PRO: 1. Brian Manley (Yam); 2. Kenny Yoho (Hon); 3. Anthony Pocorobba (Suz); 4. Jarrett Tipping (Suz); 5. Kevin Knight (Hon).

500 B/C: 1. Mark Bazinet (Kaw); 2. Don Pataky (Kaw); 3. Scott Wood (Hon); 4. Greg Boyle (Hon); 5. Chris Reynolds (ATK).

25+: 1. Brian Manley (Yam); 2. Earl May (Kaw); 3. Brian McElory (Yam); 4. Ricky Hampshire (Hon); 5. Mark Beamer (Suz).

30+: 1. Earl May (Kaw); 2. Mark Barnett (Suz); 3. Mark Beamer (Suz); 4. Alan Andreu (Suz); 5. Billy Wood (Yam).

35+: 1. Mark Barnett (Suz); 2. Alan Andreu (Suz); 3. John Lundy (Suz); 4. Dell Miller (Kaw); 5. Dean Dyess (Hon).

40+: 1. Woody Strickland (Yam); 2. Jeff Hughes (Kaw); 3. Tom Fogg (Kaw); 4. Greg Bobka (Hon); 5. Charles Lehing (Hon).

50+: 1. Al Gardner (Hon); 2. Gerald Muccion (Hon); 3. Rufus Sallas (Hon).

Burdette demolishes Derby MX

By Cindy Lemere

DERBY, VT, SEPT. 10

Retired National rider Steve Burdette put in a surprise appearance at the Vermont Motocross Association for the closing round of the series at the Derby MX facility and clearly showed everyone that even though he is now a semiretired veteran, he is still a cut above most riders.

Burdette entered the 250cc Expert, Open Expert and Veteran classes and posted back-to-back moto wins in all three classes.

The opening 250cc Expert class saw Burdette start at the far right of the gate while the rest of the class chose to bunch together at the left as the first turn from the gate was a wide, sweeping left-handed turn. As the race began, Burdette whipped out of the gate and shot across the entire line of riders waiting to take the holeshot. Burdette motored away to almost a half-track lead over second-placed Todd Langlois and remained there until the checkered flag. The Kawasaki-mounted Langlois took charge of the second position and held it to the finish.

Second-moto action saw Burdette use the same holeshot strategy, but this time it was Langlois coming out on top with Burdette second. Burdette hung behind Langlois for the first two laps, but it was clear to see that Burdette was

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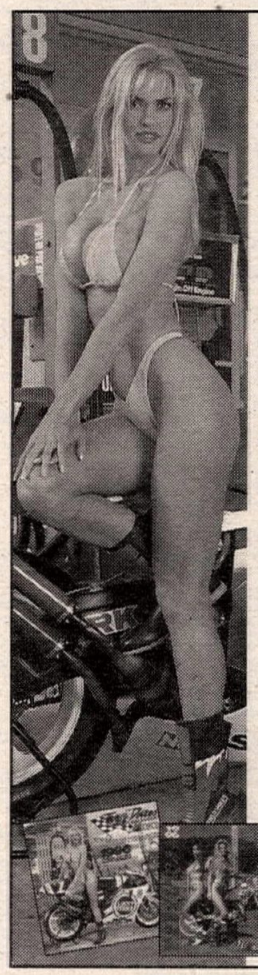

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Casey Johnson (104) storms the outside line into turn one en route to the 125cc Pro-class victory in the CMC/Sunstar Sprockets Trans-Cal opener at Sunrise Valley Raceway.

just playing a game of cat and mouse, and he soon powered by to take the lead for the rest of the moto. Langlois then led a freight train consisting of Sean Johnson, Claude Verdon and Mark Dubel. The four riders would finish out the rest of the moto in this order.

Burdette made short work of both Vet motos with start-to-finish wins. Open Expert action saw Burdette get another holeshot despite the fact that Jeremy Turner put in a valiant effort to claim it himself. Turner collided with Burdette's back wheel and went over the bars in front of the rest of the riders. The impact never fazed Burdette, but the rest of the line was held up trying to get around and Burdette built a commanding lead that would not be challenged. In the second moto, Burdette obviously hung back to let someone else have the lead. Langlois held the lead but went down several times in the moto, and each time Burdette stopped his bike to let Langlois remount - and even helped Langlois pick a better line to ride. In the end, Burdette just smiled at Langlois and powered by on the inside line to take the lead to the end.

Results

250 EX: 1. Steve Burdette (Yam); 2. Todd Langlois (Kaw); 3. Sean Johnson (Hon); 4. Claude Verdon (Suz); 5. Mark Dubel (Yam).

125 EX: 1. Jeremie Fitzgerald (Hon); 2. Chris Young (Suz); 3. Willie Bozack (Hon); 4. Jon Davie (Hon); 5. Travis Bruyette (Hon).

OPEN EX/AM: 1. Steve Burdette (Yam); 2. Todd Langlois (Kaw); 3. Claude Verdon (Suz); 4. Willie Bozack (Hon); 5. Jeremy Turner (Hon).

VET: 1. Steve Burdette (Yam); 2. Mark Dubel (Yam); 3. Don Taylor (Hon); 4. Phillip Lemere (Hon); 5. Forest Benot (Hon).

80 EX: 1. Simon Homans (Hon); 2. Andy Ballou (Kaw); 3. Lindsey Moore (Kaw); 4. Gene Welch (Hon); 5. Brian Maple (Kaw).

250 AM: 1. Jeremy Turner (Hon); 2. Bob Boucher (Suz); 3. Chris Wilk (Suz); 4. Phillip Lemere (Hon); 5. Tim Heckman (Yam).

125 AM: 1. Chris Wilk (Suz); 2. Forest Benot (Hon); 3. Kark Benz (Suz); 4. Nick Shatney (Suz); 5. Thomas Hubbard (Hon).

80 AM: 1. C.W. Sirjane (Kaw); 2. Joshua Bacon (Suz); 3. Nick Lynch (Kaw); 4. Chad Brochu (Kaw); 5. Adam Smith (Suz).

250 NOV: 1. Wayne Russin (Hon); 2. Patrick Jacques (Hon); 3. Dan Hill (Hon); 4. Patrick Hurst (Suz); 5. Calvin Dexter (Hon).

125 NOV: 1. Steve Boyd (Suz); 2. Derrick DiMaggio (Hon); 3. Bruce Sirjane (Suz); 4. Jeremy Flanders (Suz); 5. Jay Ring (Hon).

OPEN NOV: 1. Wayne Russin (Suz); 2. Brian Dexter (Hon); 3. Justin Poulin (Suz); 4. Bruce Sirjane (Suz); 5. Chad Martin (Hon).

80-105 OPEN: 1. Simon Homans (Hon); 2. Andy Ballou (Kaw); 3. Gene Welch (Hon); 4. C.W. Sirjane (Kaw); 5. Lindsey Moore (Kaw).

60: 1. Matthew Woodman (Kaw); 2. Ryan Cook (Kaw); 3. Alex Lejeunesse (Hon).

Hess takes Stoneybroke HS

By Mary Jackson

MIDDLEBROOK, VA, SEPT. 17

Brian Hess topped round nine of the Virginia Championship Hare Scrambles Series at the Stoneybroke off-road area.

For the start, each rider had to have someone hold his bike as he ran and jumped on it. This put some distance between the riders. Hess got the holeshot and kept it for the entire race. At the end, only 45 seconds separated Hess and the next rider in the 0-200cc A class, Daniel Morrison, who started one minute behind Hess and pulled up to where only 45 seconds separated them after the corrected time.

The 250cc A class featured a new winner as Mark Alloman got the holeshot and kept it for the entire race, followed by Monte Orr in second and Thomas Gibson rounding out the top three.

Darrell Harley took the win in the Vet A class. Unable to make very many of the races this season, Harley was looking good at this race, followed by Tommy Reynolds in second and Don Hall rounding off the third-place finish.

Results

O/A: 1. Brian Hess.

AA: 1. Darryl Campbell; 2. Danny Morrison; 3. George Greer.

0-200 A: 1. Daniel Morrison; 2. Stacey Jones; 3. Jason Greer; 4. David Ashley.

250/500 A: 1. Mark Allman; 2. Monte Orr; 3. Thomas Gibson; 4. Scott Ellinger; 5. Tommy Handy.

VET A: 1. Darrell Harley; 2. Tommy Reynolds; 3. Don Hall; 4. Gil Griggs; 5. Mark Maddox.

0-200 B: 1. John Geiman; 2. Mike Bakken; 3. Warren Hill; 4. Mike Bouma; 5. Dawson Comer.

250/500 B: 1. A.J. Winstead; 2. Paul Sandridge; 3. John Ross; 4. Eric Hytinen; 5. Tim Saulle.

VET B: 1. Andy Phillips; 2. Bobby Wilt; 3. Mike McIntire; 4. Eddie Hornick; 5. David Clark.

4-STRK: 1. Andrew Williams; 2. Glen Holcomb; 3. Brian Blacka; 4. Thomas Ashley; 5. Davbid Baldwin.

SR: 1. Larry Adams; 2. Stan Norris; 3. Bob Williams.

MINI: 1. Stephen Edmondson; 2. Chance Baker; 3. John Newell; 4. Joel Bonanno; 5. Andy Thompson.

0-200 BEG: 1. Brad Hickman; 2. Chuck Honeycutt; 3. Nick Nestor; 4. Joel Hawkins; 5. Chris Hardman.

250/500 BEG: 1. Thomas Turner; 2. A. Sandstrom; 3. Travis Williford; 4. Warren Stimpson; 5. Robert Wagner.

Johnson takes Trans-Cal Motocross opener

By Scott Hoffman

ADELANTO, CA, SEPT. 17

Team Green prodigy Casey Johnson was one of the big victors at the opening round of CMC's Sunstar Sprockets Trans-Cal Nationals at Sunrise Valley Raceway.

Aboard his Team SplitFire Kawasaki, Johnson took home the cash in the 125cc Pro class during CMC's final race at Sunrise Valley Raceway.

In the first 125cc Pro class, Johnson shot into the early lead followed by a slew of aggressive riders. David Pingree held the runner-up spot for the first part of the opening lap followed by David Eviliszer and a hard-charging Brandes, who was the first to make a move as he quickly shot past Eviliszer and set his sights on Pingree. Going into the second lap, Brandes was all over Pingree's rear wheel. Pingree held tight, but Brandes was still able to motor to the inside and take second.

Back up front, Brandes was on the gas with Johnson in his sights. Brandes rode hard to close the gap, but Johnson matched his every move to stay out front. The leaders started to slow as the laps wore on, and Pingree drew closer. While Johnson was out front, back in the pack FW-backed Travis Preston was slicing through the field after a poor start. Preston move his way past Eviliszer, Dustin Nelson and Casey Lytle to eventually finish fourth. When the black and white flew for the final lap, Johnson took the win followed by Brandes and Pingree.

With race gas in his bike and determination in his mind, Pingree shot into the lead at the start of moto two. Behind Pingree at the start of the race were Chris Wheeler and Travis Preston. Johnson ran in the fourth spot early in lap one while Brandes weaseled his way to fifth after gating poorly. Brandes shot past Johnson briefly, but eventually fell off the pace and finished fifth. Up front, Pingree extended his lead over Wheeler and looked to have firm control of the race.

By the halfway point, Johnson got his second wind and started to make his move to the front of the pack. Johnson picked off Preston and was after Wheeler. With little fight, Johnson systematically moved into second and was off for the lead, but time was a factor, and he had to settle for second. When the race was over, Pingree was the winner with Johnson and Wheeler tailing. Johnson took home the overall with 1-2 finishes over Pingree.

Results

P/W (4-6): 1. Jeff Alessi (LEM); 2. Ryan McClintock (KTM); 3. Jon McCarthy (Yam); 4. Justin Whaler (KTM); 5. Eddie Woodward (KTM).

P/W (7-9): 1. Ricky Hemme (LEM); 2. J.J. Noone (KTM); 3. Sean Coleman (KTM); 4. Mike Overmen (KTM); 5. Gerald Rodriguez (Yam).

P/W MOD: 1. Ricky Hemme (LEM); 2. Casy Swift (KTM); 3. Cole Sleelm (Cob); 4. Tyler Brant (Yam).

60 (0-8): 1. Kyle Partridge (Kaw); 2. Mike Alessi (Kaw); 3. Ryan Brown (Kaw); 4. Ricky Hemme (Kaw); 5. Brett Mountain (Kaw).

60 (9-11): 1. Jesus Casillas (Kaw); 2. Sean Collier (Kaw); 3. Josh Grant (Kaw); 4. Chris Nihan (Kaw); 5. Jason Medina (Kaw).

80 BEG: 1. Matt Armstrong (Yam); 2. Sean Collier (Kaw); 3. Derrick Pason (Hon); 4. Brandon Hamlett (Kaw); 5. Chris Nihan (Yam).

80 (7-11): 1. Shane Bess (Kaw); 2. Dylan Lord (Hon); 3. Jesus Camillas (Yam); 4. Bryan Allen (Suz); 5. Scott Howe (Yam).

80 (12-16): 1. Mike Young (Hon); 2. Jonathan Shimp (Suz); 3. Danny Carlson (Hon); 4. Sean Hamblin (Yam); 5. Tim Langdon (Kaw).

80 OPEN: 1. Bryan McGavaran (Hon); 2. Michael Diloreto (Yam); 3. Jonathan Shimp (Suz); 4. Sean Hamblin (Yam); 5. Shane Bess (Kaw).

125 BEG: 1. Mick Waters (Suz); 2. Dave Riley (Suz); 3. Clint Braun (Yam); 4. Jeff Taylor (Suz); 5. Lennie Liston (Kaw).

125 JR: 1. Mike Gibson (Hon); 2. Cory Gibbons (Hon); 3. Nathan Fletcher (Suz); 4. Ito Posca (Kaw); 5. Dusty Walters (Yam).

125 INT: 1. Josh Tarantino (Yam); 2. Jiri Dostal (Suz); 3. Doug Parsons (Suz); 4. Shawn Ellis (Suz); 5. John Emerson (Suz).

125 PRO: 1. Casey Johnson (Kaw); 2. David Pingree (Kaw); 3. Michael Brandes (Kaw); 4. Travis Preston (Suz); 5. Chris Wheeler (Suz).

250 BEG: 1. Mark Eckmann (Yam); 2. Wayne Zahrt (Yam); 3. Rick Clark (Hon); 4. Mike Neal (Kaw); 5. Justin Webster (Suz).

250 JR: 1. Paul Cortez (Yam); 2. John Phillips (Yam); 3. Colby Begin (Kaw); 4. Justin Osborne (Kaw); 5. Andrew Labrador.

250 INT: 1. Lance Johnson (Yam); 2. Jerry Aleman (Yam), 3. Colin Couto (Hon); 4. Andy Anaya (Yam); 5. Shawn Ellis (Suz).

250 PRO: 1. Michael Brandes (Kaw); 2. Dustin Nelson (Kaw); 3. Justin Tiearney (Suz); 4. Casey Lytle (Hon); 5. Don Upton (Suz).

Ladely laps competition at Starwest Motocross

By David A. Procida

MORENO VALLEY, CA, SEPT. 23

Chris Ladely christened a new track layout at Starwest Supercross Park with a double-moto win in the 250cc Beginner class.

The 125cc and 250cc Beginners were grouped together with the 25+ and 30+ Novices, making for a full gate when the race started. Bob Palacios grabbed the holeshot ahead of Joe Fernandez, but Fernandez jumped over and passed Palacios as the pair crested the camelback jump. Scott Scarbrough used an in-and-out move in the esses to get by Ladely.

At the front, Fernandez was losing ground to Palacios as the pair headed into "Ron's U." As Fernandez slowed down, he crossed paths with Palacios, inadvertently blocking the Honda rider. Ladely made his move going into "The Corkscrew" and led the pack going out onto "The Expressway."

Fernandez exited the track with a flat rear tire and then returned to action with a vengeance, picking off riders left and right. But it was Ladely who was doing most of the passing as he began to lap slower traffic on his way to an unchallenged win.

When the gate dropped for the second moto, Fernandez didn't wait for anyone and led the pack out onto the track. Ladely had gated second with Scarbrough, Palacios and the pack close behind.

Ladely began pressuring the KX of Fernandez within three corners of the moto and then waited until Fernandez went into "The Corkscrew" to make his move. He went underneath Fernandez, but the Kawasaki rider's higher cornering speed allowed him to maintain the lead. Ladely then pulled into the lead as they rounded the bend heading into the chicane.

Fernandez then outbraked Ladely as the two went into the chicane, but after a little bumping Ladely emerged from the turn in sole possession of the lead. Fernandez kept the Yamaha rider within striking distance but was not able to challenge for the lead before the end of the moto. Ladely took his second win of the evening and held off Fernandez to take the overall win.

Results

Pee Wee Track

STK A: 1. Justin Workman (Yam); 2. Sean McInroe (Yam).

STK B: 1. Bryce Terzian (LEM); 2. Steven Brewis (Yam); 3. Brandon Million (KTM); 4. Warren Davis (KTM); 5. Chad Gores (KTM).

STK BEG (4-6): 1. Phillip Aube (KTM); 2. Elizabeth Krynicki (Yam); 3. Mike Meade (KTM); 4. Wesley Parrish (LEM); 5. Cody Longnecker (KTM).

STK BEG (7-8): 1. Mikal Overman (KTM); 2. Tyler Hertez (Yam).

MOD STRTR: 1. Skyler Rickter (Yam).

MOD BEG (4-6): 1. Justin Whaler (KTM).

MOD A: 1. Mike Meade (KTM); 2. Eddie Woodard (KTM); 3. Travis Christensen (KTM).

MOD B: 1. Steven Brewis (Yam); 2. Brandon Million (KTM).

STRTR (4-6): 1. Jason Endo (KTM); 2. Thomas Haddad (Yam); 3. K.C. Crafton (Yam); 4. Tommy Trarbaugh (KTM); 5. Garry Miller (LEM).

STRTR (7-8): 1. T.J. Crafton (Yam); 2. Nick Brekke (Yam); 3. Cody Thomson (KTM).

Supercross Track

50 STK (4-6): 1. Bryce Terzian (LEM); 2. Warren Davis (KTM); 3. Brandon Million (KTM); 4. Chad Gores (KTM); 5. Wesley Parrish (LEM).

50 STK (7-8): 1. Scott Martin (Yam).

50 MOD (7-8): 1. Rocky Hemme (LEM).

60 (6-8): 1. Jarred Browne (Kaw); 2. Jeff Loop (Kaw); 3. Scott Martin (Kaw).

60 (9-11): 1. Jason Medina (Kaw); 2. Scott Haddad (Kaw).

80 BEG: 1. Jordan Cochrum (Kaw); 2. Aaron Shackelford (Yam); 3. Brad Muckelroy (Kaw).

80 (0-11): 1. Daniel Taft (Suz).

80 (12-13): 1. Chris Rogers (Suz); 2. Todd Clayton (Yam).

80 (14-16): 1. Danny Carlson (Hon).

125 BEG: 1. Brant Hill (Yam); 2. Tony Amato (Suz); 3. Falk Ziegler (Hon).

125 NOV: 1. Joe Fernandez (Kaw); 2. Dan Eckman (Hon); 3. Jose Polasek (Hon).

125 INT: 1. Matt Puccio (Kaw).

125 PRO: 1. Dean Van Riper (Kaw).

250 BEG: 1. Chris Ladely (Yam); 2. James Shashaguay (Hon); 3. Leon Murphy (Suz); 4. Dean Poderbaugh (Yam).

250 PRO: 1. Tracy Asher (Suz).

25+ NOV: 1. Joe Fernandez (Kaw); 2. Ron Malone (Hon); 3. John Pack (Yam).

30+ BEG: 1. Bill Getlaff (Hon); 2. Richard Rey (Hon); 3. Derry Moore (Yam).

30+ NOV: 1. Scott Scarbrough (Hon); 2. Bob Palacios (Hon).

40+ NOV: 1. Louis Springer (Yam).

Yezek tops Pleasure Valley MX

By Julie Kramer

JOHNSTOWN, PA, SEPT. 17

Over 250 riders attended the second round of the Pennsylvania/West Virginia State Championships held at Pleasure Valley Raceway and it was Davey Yezek, after heated battles with Kevin Windham, who came out on top of the 250cc Pro class in what could only be called some of the best racing of the day.

Yezek left the gate first in the opening 250cc A moto with Windham not far behind, showing that this was going to be the race to watch. Halfway through the contest things started to heat up between Yezek and Windham. The bar banging began on a downhill and Windham was the one who came out with the advantage. He didn't keep it for very long, though, as during the following lap, Windham took the inside line in the bowl turn and, going over the ensuing tabletop, the pair ended up side by side, with Windham taking over the lead to ride off to the first-moto win. Back in the pack there was an ongoing battle for third between Joshua Sweat and the trailing Jeff Yentzer, but Yentzer found an opening on the white-flag lap and passed Sweat back for third. Rounding out the top five was Josh Demuth.

Billy Slagg snatched the holeshot in the second 250cc A moto, only to have it quickly taken away by Yezek. Windham, winner of the first moto, started off in fourth and again had his work cut out for him with Slagg and Yentzer to get around if he wanted to challenge for the lead. Windham finally made his bid, passed the Slagg/Yentzer duo with two laps to go and was soon right on Yezek's rear wheel. On the final lap, searching for a way to get past Yezek, Windham pushed too hard and ended his race in a Superman-type crash, legs flailing behind as he went through the whoops. Windham bailed off the bike before he hit the concrete wall he was heading for. Before the end of the lap, Yentzer lost his newly inherited third place to Sweat, with Lawson rounding out the top five.

Results

50: 1. Nick Evennou (Cob); 2. Broc Fallas (KTM); 3. Chris Stuckey (KTM); 4. Adam Closkey (LEM); 5. Shaun Striffler (Cob).

65: 1. Gene Stull (Kaw); 2. Broc Hepler (Kaw); 3. Nick Evennou (Kaw); 4. Casey Robinson (Kaw); 5. Jeff Ketterer (Kaw).

80 (7-11): 1. Gene Stull (Suz); 2. Broc Hepler (Suz); 3. Dominic Sinicrope (Hon); 4. Christopher Wright (Suz); 5. Adam Musgrove (Kaw).

80 (12-13): 1. Branden Jesseman (Suz); 2. Larry Rust (Yam); 3. Ryan Holliday (Suz); 4. Craig Parkins (Suz); 5. Steve Gaul (Yam).

80 (14-15): 1. Mike Barto (Suz); 2. Bill Striffler (Suz); 3. William Ursic (Suz); 4. Joshua Plummer (Kaw); 5. Duane Evans (Yam).

S/MINI: 1. Branden Jesseman (Suz); 2. Duane Evans (Yam); 3. Matt Simmons (Yam); 4. Dominic Sinicrope (Hon); 5. Jeremy Sigmund (Kaw).

SCHBY: 1. Steven Onisko (Hon); 2. Daniel Pastor (Hon); 3. Tim Stroyne (Hon); 4. John Holba (Hon); 5. Christopher Panucci (Kaw).

CLGBY: 1. Chad Haught (Kaw); 2. Ryan Gates (Suz); 3. Nate Glista (Hon); 4. Mike Bobroski (Hon); 5. Douglas Stofko (Hon).

WMN: 1. Melanie McConnell (Suz); 2. Jessica McConnell (Yam); 3. Andrea Ippolito (Suz).

25+: 1. Gaylon Dickson (Yam); 2. Tim Coombs (Yam); 3. Todd Streit (Suz); 4. Brian Tremblay (Yam); 5. Scott McGill (Suz).

VET B: 1. Harvey Ansell (Yam); 2. Bink Gross (Suz); 3. Steve Wilmington (Kaw); 4. Mike Sigmund (Hon); 5. Bob Bianco (KTM).

VET A: 1. Tim Coombs (Yam); 2. Jeff Provance (Hon); 3. Mark Garrison (Yam); 4. John Shay (Kaw); 5. Ken Frankenberry (Hon).

40+: 1. John McConnell (Yam); 2. Henry Hauenstein (Kaw); 3. Skip Stewart (Kaw); 4. Blaine Duccaster (Kaw); 5. John Miller (Hon).

125 A: 1. Davey Yezek (Suz); 2. Josh Sweat (Kaw); 3. Shane Lawson (Hon); 4. Josh Demuth (Yam); 5. Jeff Yentzer (Kaw).

125 B: 1. Mark Burkhart (Hon); 2. Charles Dunaway (Kaw); 3. Ronny Robinson (Suz); 4. Doug Stofko (Hon); 5. Sam Yannitelli (Hon).

125 C: 1. Justin Stewart (Hon); 2. Joe Gerber (Suz); 3. Brad Snyder (Suz); 4. Philip Ball (Suz); 5. John Kreps (Hon).

250 C: 1. Alan Stelzig (Suz); 2. Doug Batos (Kaw); 3. Shawn Leddon (Suz); 4. Mike Sgambati; 5. Ken Boring (Kaw).

250 B: 1. Ronny Robinson (Suz); 2. Charles Dunaway (Kaw); 3. Todd Streit (Suz); 4. Chad Haught (Kaw); 5. Craig Maurer (Kaw).

250 A: 1. Davey Yezek (Suz); 2. Josh Sweat (Kaw); 3. Jeff Yentzer (Kaw); 4. Billy Schlag (Kaw); 5. Josh Demuth (Yam).

OPEN B: 1. Robert Ellison (Hon); 2. David Fox (Kaw); 3. Mike Sigmund (Hon); 4. Matt Cempa (Hon); 5. Tom Silka (Hon).

OPEN C: 1. John Miller (Kaw); 2. Robert Brown (KTM); 3. Louis Orris (Suz); 4. Jeff Hildenbrand (Hon); 5. John Barley (Hon).

VINT: 1. Jack Machuta (Kaw); 2. John Swigari (Suz); 3. James Stanley (Yam); 4. Chris Armstrong (Pen); 5. Tom Reese (Nor).

Sentell captures Converse HM

By Dan Weicht

CONVERSE, IN, SEPT. 16

Hard-charging Jason Sentell rode to a flawless flag-to-flag victory over the remainder of the Pro-Am field at the Limestone Half Mile in Converse.

Fast Track Racing Inc. provided a track that left riders with more than one choice of lines to use, but a good start was a must to avoid a limestone shower that sent tearoffs flying. A good start is just what Sentell got at the flash of the green light as he led the rest of the Pro-Am riders into turn one followed by J.J. McDowell and J.R. Schnabel, who slid wide exiting turn two and was dropped to fourth. But by the end of lap one, Schnabel moved back into second place only to get wide in turn two again and let McDowell by for the position. When lap two had finished, the order was Sentell followed by Rotax-mounted Steve Hall, Schnabel and McDowell.

On lap three it was McDowell's turn to get out of shape in turn two but he managed to hold his position over Chris Boonle. The close of lap four saw a side-by-side dive into turn one for second place by Schnabel and Hall with Schnabel getting the better of Hall by the time they hit the back stretch. Lap five ended with Sentell extending his lead followed by Schnabel, Hall, McDowell and Boonle. The order would remain the same the rest of the way to the checkered flag, ending a perfect run for Sentell, who also claimed victory in the Open/Combo class.

Results

50 AUTO: 1. Kyle Kirkpatrick (KTM); 2. Eddie Black (Cob); 3. Danny Knecht (KTM); 4. Cory Knecht (KTM); 5. Kevin Kirkpatrick (Yam).

80: 1. K.C. Knodel (Hon); 2. Travis Sprong (Hon); 3. Doug Lawrence Jr. (Kaw); 4. Charlie Italia (Hon); 5. Anthony Taylor.

125: 2. Cory Roth (Hon); 2. Korey Willhite (Suz); 3. Jordan Knight (Hon); 4. Travis Sprong (Yam).

250: 1. Pat Towler (Hon); 2. Philip Palmer (Hon); 3. Ken Maynard (Hon); 4. Dwayne Williams (Rtx); 5. Raymond Rees (Hon).

DTX: 1. Raymond Rees (Hon); 2. Dan Knecht (KTM); 3. Scott Knecht (Kaw); 4. Chris Hathaway (Kaw); 5. Jason Johnson (Rtx).

500: 1. Shawn Thomas (Hon); 2. Nicholas Evans (Rtx); 3. Robert Adams (Hon); 4. Jason Johnson (Rtx); 5. Mike Singleton (W-R).

30+ VET: 1. Dan Weicht (Rtx); 2. Dan Crawford (Rtx); 3. Joe Welton (Rtx); 4. Dwayne Williams (Rtx); 5. Pat Towler (Hon).

40+ VET: 1. Dan Crawford (Rtx); 2. Jim Bolenbaugh (Rtx); 3. Joseph Troyanowski (Hon); 4. Ross Robinson (Hon).

COMB: 1. Jason Sentell (Rtx); 2. Joshua Knott (Rtx); 3. J.R. Schnabel (W-R); 4. Gary Morel (Rtx); 5. Ken Maynard (Rtx).

600 PRO: 1. Jason Sentell (Rtx); 2. J.R. Schnabel (W-R); 3. Steve Hall (Rtx); 4. J.J. McDowell (W-R); 5. Chris Bonnle (Rtx).

England takes on Mt. Milan

By Carl Davis

MILAN, MI, SEPT. 15

Thrills, spills and chills were the order of the day in the 125cc Beginner class during Friday night's MRA racing action at Milan Raceway where James England motored to the overall victory after avoiding several pileups and downed riders throughout the night.

Two separate pileups started moto one with a bang while Kip Bodkin took the lead after a couple of turns and looked to have a sure victory with only two laps left. Robert North and England moved in close on Bodkin and both motored by when Bodkin made a series of mistakes that dropped him to fifth by moto's end. The moto wound down with North taking the win and England second while Jeremy Schroeder charged into third.

The moto-two start had its share of misfortunes for a number of riders, including the Scheits-sponsored Bodkin. England made the best of a good start and rode a great race to claim the overall victory. Schroeder rode to another third place to claim second overall with North claiming third.

Results

50 (4-6): 1. Joby Kaslowski (Yam); 2. Kurt Dwyer (Yam); 3. Justin Comiskey.

50 (7-8): 1. Arty Stuart (Yam); 2. Adam Behringer (Yam); 3. Bobby Stuart (Yam).

50 S/MINI: 1. Liam Murphy (Cob); 2. David Bacon (KTM).

P/W 80: 1. Kevin Storai (Yam); 2. Ashton Ing (Yam).

60: 1. William Hicks (Kaw); 2. Thomas Dwyer (Kaw); 3. Joshua Bracken (Kaw).

80 BEG: 1. Tommy Osmialowski (Kaw); 2. Ryan Ross (Yam); 3. Matt Ray (Yam).

80 NOV: 1. Brandon Fritts (Hon); 2. Craig Simpkins (Suz); 3. Jeremy Ball (Hon).

80 EX: 1. Billy Dittman (Kaw); 2. Amanda Mastin (Suz); 3. Chuck Gekle (Kaw).

125 BEG: 1. James England (Yam); 2. Jeremy Schroeder (Hon); 3. Robert North (Hon).

125 JR: 1. Billy Dittman (Kaw).

125 NOV: 1. Mike McCloud (Kaw); 2. Gary Fritts (Hon); 3. Eddie Fosnaugh (Hon).

125 INT: 1. Tony Anderson (Hon); 2. Rob Sohn (Hon); 3. Harold Goodman (Hon).

125 EX: 1. Patrick Church (Yam).

250 BEG: 1. Bill Peasley (Yam); 2. Jamil Jameleddine (Hon); 3. David Bitnar (Suz).

250 NOV: 1. Bill Fraser (Hon); 2. Dean Nororyta (Suz); 3. Daniel Murray (Hon).

250 INT: 1. Tony Anderson (Hon); 2. Harold Goodman (Hon); 3. Rob Fleemon (Hon).

250 EX: 1. Shawn Castle (Suz); 2. Jake Davis (Kaw).

16-24: 1. Bill Fraser (Hon); 2. Dean Noworyta (Suz); 3. Daniel Murray (Suz).

25+: 1. Charles McConnell (Hon); 2. Mike Grindle (Hon); 3. Joe Dubowsky (Hon).

30+: 1. Barry Mayo (Kaw); 2. Wesley Fuller (Hon).

35+: 1. Barry Mayo (Kaw); 2. Don Stauffer (KTM); 3. Scott Altman (KTM).

40+: 1. Barry Mayo (Kaw); 2. Ken Ball (Hon); 3. Rick Simpkins (Suz).

45+: 1. Doug Hammond (Yam); 2. William Hagar (Hon); 3. Harold Butzin (Suz).

VINT '89: 1. Steve Gaggi (Suz); 2. Michael Clark (Yam); 3. Art Blais (Kaw).

Reilly rad at Bridgestone/New York Motocross C'ships

By Bill Canaguier

BINGHAMTON, NY, SEPT. 24

Some of the best riders from the Northeast and Canada showed up to compete in the Broome-Tioga Motocross 13th annual New York State Championships where Suzuki-mounted Eric Reilly dominated the competition in both the 125 and 250cc Expert classes by winning all four motos.

Paul Carpenter took the 125cc Amateur title with a 1-1 finish. Other hot riders included dual-class winners Mike Dougherty Jr. (Mini 9-15 and 85cc 12-13), Derek Burlew (65cc 7-11 and 85cc 7-11) and Chris Hunter (Schoolboy and 85cc 14-15).

Results

50 (4-6): 1. Chris Cheney (Yam); 2. Jerry Zenzillo (KTM); 3. Craig Buell (Yam); 4. David Shortsleeve (Yam); 5. Anthony Teed (KTM).

50 (7-8): 1. Mitch Dougherty (Yam); 2. Wayne Jennings (Yam); 3. Dan Kiniry (LEM); 4. Joshua Stout (Yam); 5. Kyle Heller (Hon).

MINI (9-15): 1. Mike Dougherty (Hon); 2. Jason Gattari (Kaw); 3. Bear Hughson (Kaw); 4. Jason Fedo (Yam); 5. Joey Cilbrith (Yam).

65 (7-11): 1. Derek Burlew (Kaw); 2. Ryan O'Laughlin (Kaw); 3. Jack Carpenter (Kaw); 4. Patrick Simpson (Kaw); 5. Jessee Cilbrith (Kaw).

85 (7-11): 1. Derek Burlew (Suz); 2. Jack Carpenter (Suz); 3. Justin Murray (Suz); 4. Porkchop Gelatt (Yam); 5. Todd Laubach (Yam).

85 (12-13): 1. Mike Dougherty (Hon); 2. Bear Hughson (Kaw); 3. Chuck Gelatt (Yam); 4. Jerry Suits (Kaw); 5. Mike Fredda (Hon).

85 (14-15): 1. Chris Hunter (Hon); 2. Jason Gattari (Kaw); 3. Jason Fedo (Yam); 4. Joey Cilbrith (Yam); 5. Jordan Jackson (Suz).

125 SCHBY: 1. Chris Hunter (Hon); 2. Mike Barker (Hon); 3. Mike Legno (Kaw); 4. Steven Cunningham (Kaw); 5. Mike Ayen (Kaw).

CLGBY: 1. Bo Canaguier (Kaw); 2. Sean Skutnik (Suz); 3. Derek Stull (Suz); 4. Joe Hargett (Suz); 5. Tommy Jusianiec (Suz).

125 NOV 1. Steven Cunningham (Kaw); 2. Randy Barker (Hon); 3. Nick Puza (Suz); 4. Tim Schellinger (Hon); 5. Tim Lees (Kaw).

250/OPEN NOV: 1. Kevin Brown (Suz); 2. Rich Atkinson (Suz); 3. Bob Butler (Hon); 4. Mike Carr (Yam); 5. Kevin Warren (Hon).

30+: 1. Stephen Jordan (Yam); 2. Reggie Gensel (Hon); 3. Kevin Teed (Yam); 4. Brett Johnson (Suz); 5. G. Bouchard (Hon).

40+ 1. Bruce Stratton (Suz); 2. Dennis Mulcahy (Kaw); 3. Erv Braun (Suz); 4. Dennis Hennessy (Hon); 5. Rees Firestone (Suz).

125 AM: 1. Paul Carpenter (Kaw); 2. Mike Barker (Hon); 3. Casey Higgins (Kaw); 4. Joe Hargett (Suz); 5. Scott Worden (Kaw).

250/OPEN AM: 1. Casey Higgins (Kaw); 2. Jeff Markham (Hon); 3. Eric Braun (Hon); 4. Jason Ride (Kaw); 5. Bill Kretzer (Hon).

25+ AM: 1. Jay Bradley (Hon); 2. Mike Meleski (Hon); 3. Darryl Smith (Kaw); 4. Mark Porretta (Hon); 5. David Loikits (Hon).

Todd DeHoop (25) grabs the holeshot in the opening 250cc Pro moto during the Fall Classic MX at Birch Creek. Mike Brown (10) overtook DeHoop for the moto win and went on to take the overall honors in the class.

30+ AM: 1. Mike Meleski (Hon); 2. Steve Phillips (Hon); 3. Jay Bradley (Hon); 4. Mark Porretta (Hon); 5. Scott Rhinehart (Kaw).

125 EX: 1. Eric Reilly (Suz); 2. Steve Herman (Suz); 3. Jim McIlvaine (Hon); 4. Chad Kresge (Hon); 5. Bo Canaguier (Kaw).

250/OPEN EX: 1. Eric Reilly (Suz); 2. Chad Kresge (Hon); 3. Jeff Yagloski (Yam); 4. Aaron Kopp (Kaw); 5. David Harris (Suz).

25+ EX: 1. David Burger (Hon); 2. Jim McIlvaine (Hon); 3. Terry Kuhn (Suz); 4. John Walton (Hon); 5. Jerry Newby (Hon).

30+ EX: 1. Larry Harper (Kaw); 2. John Walton (Hon); 3. Ted Vannest (Hon); 4. Jerry Newby (Hon); 5. Mike Shortsleeve (Hon).

WMN: 1. Lindsay Cron (Kaw).

VINT 1. Gary McFarland (Kaw); 2. Dennis Mulcahy (Kaw).

Rayborn rebounds at Sears Point Road Race

By Jackie Jouret

SONOMA, CA, SEPT. 24

Just as his crash at the last round threatened to make the series interesting, Cal Rayborn III came back to resume control of the AFM's Braking Brake Systems Formula Pacific Challenge series at Sears Point International Raceway by leading from flag to flag on his Cycle Gear Kawasaki ZX-7R.

Rayborn toyed with perpetual runner-up Rob Mesa for a couple of laps before pulling away for a decisive victory. Joe Brett Williams was a familiar sight in third on his RC30. Steve Rapp managed to hold off Jeff Leggitt for much of the race only to have Leggitt's nimble RS250 slip past his GSX-R1100 in the closing stages to grab third.

Williams also took the win in the 750cc Superbike class by a huge margin over second-placed Chris Thorsen, who sneaked by Tom Aquino in Turn 11 midway through the race, relegating Aquino to third at the finish. Brian Mork stood up to heavy pressure from former AMA 250cc GP National Champ Don Greene until the last lap saw Greene snatch fourth from Mork. The 750cc Production featured a grudge match between the two as Mork made his way past several riders to challenge Greene for second behind Aquino later in the day. In the end, Aquino scored a solid win, with Greene second, Mork third and Guy Celestre fourth.

Tom Montano picked up a pair of victories in the 600cc classes with Novice Erik Schnackenberg second in both Superbike and Production as well. Schnackenberg put serious pressure on the veteran Montano for the win in 600cc Production division coming in hard on the brakes in Turn 11 but unable to outcorner Montano in the hairpin. Darrell Parker brought his Yamaha across the line in third, with Brian Bartlow fourth on a Honda.

Results

F-PAC: 1. Calvin Rayborn III (Kaw); 2. Robert Mesa (Yam); 3. Joe Brett Williams (Hon); 4. Jeff Leggitt (Hon); 5. Steve Rapp (Suz).

250 PROD: 1. Frank Mazur (Kaw); 2. Tom Dorsey (Kaw); 3. Sean Murphy (Kaw); 4. Kevin Smith (Kaw); 5. Scott West (Kaw).

450 PROD: 1. Ross Wells (Yam); 2. David Colyer (Yam); 3. Antonio Nunez (Yam); 4. Dave Norgard (Yam); 5. Martin Lee (Yam).

600 PROD: 1. Tom Montano (Hon); 2. Erik Schnackenberg (Hon); 3. Darrell Parker (Yam); 4. Brian Bartlow (Hon); 5. Mark Hale (Hon).

750 PROD: 1. Glenn Filshie (Suz); 2. Don Greene (Yam); 3. Brian Mork (Suz); 4. Guy Celestre (Suz); 5. Bill Heck (Suz).

OPEN PROD: 1. Gary Jaehne (Hon); 2. Derick Powell (Suz); 3. Lamar Potts (Hon); 4. Doug Piper (Hon); 5. Andrew Dale (Hon).

250 S/BK: 1. Joe Carrillo Jr. (Yam); 2. Ken Cohen (Yam); 3. Mike Carey (Yam); 4. Mark Anolik (Yam); 5. Darin Gettings (Hon).

450 S/BK: 1. Darrell Parker (Yam); 2. Guy Celestre (Yam); 3. Ross Wells (Yam); 4. David Colyer (Yam); 5. Dave Norgard (Yam).

600 S/BK: 1. Tom Montano (Hon); 2. Erik Schnackenberg (Hon); 3. Todd Hoeft (Hon); 4. Darrell Parker (Yam); 5. Ken Hill (Hon).

750 S/BK: 1. Joe Brett Williams (Hon); 2. Chris Thorsen (Suz); 3. Tom Aquino (Suz); 4. Don Greene (Yam); 5. Brian Mork (Suz).

OPEN S/BK: 1. Steve Rapp (Suz); 2. Doug DeRyke (Yam); 3. Gary Jaehne (Hon); 4. Jim Fife (Suz); 5. Alex Florea (Suz).

500 TW: 1. Ken Baer (Kaw); 2. Alan Kelso (Kaw); 3. David Chowenhill (Kaw); 4. Kevin Smith (Kaw); 5. Alan Fortin (Kaw).

650 TW: 1. Bill Brinkerhoff (Hon); 2. James Lickwar (Hon); 3. Dan Reeser (Hon); 4. Mark Nelson (Hon); 5. Len Padilla (Hon).

OPEN TW: 1. Paul Orlandi (Duc); 2. James Coda (Duc); 3. Tom Terry (Duc); 4. James Lickwar (Duc); 5. Brian Bartlow (Yam).

F-SGL: 1. Bill Giltner (Spo); 2. Jody Hendley (Duc); 3. Brian Brown (Spo); 4. John Hammond (Yam); 5. Gerard Piazza (Yam).

F-1: 1. Joe Brett Williams (Hon); 2. Chris Thorsen (Suz); 3. Todd Hoeft (Hon); 4. Jeff Short (Yam); 5. Dan Thorsen (Suz).

F-2: 1. Jeff Leggitt (Hon); 2. Brian LeFevre (Yam); 3. Mark Ingalls (Yam); 4. Michael Altimirano (Yam); 5. Dan Cook (Yam).

F-3: 1. Carlos Neves (Hon); 2. David Colbert (Hon); 3. Scott Anderson (Hon); 4. Peter Femenia (Hon); 5. Ed Mackey (Hon).

OPEN GP: 1. Robert Mesa (Yam); 2. Doug DeRyke (Yam); 3. Jim Fife (Suz); 4. Bob Siebenhaar (Hon); 5. Alex Florea (Suz).

VINT: 1. Dave Russell (BSA); 2. Craig Weeks (Yam); 3. Jove Shapiro (BMW); 4. David Neal (Nor); 5. Michael Moore (Lav).

F-40: 1. Tom Aquino (Suz); 2. Mark Ingalls (Yam); 3. Paul Orlandi (Duc); 4. Gary Jaehne (Hon); 5. Bob Siebenhaar (Hon).

Brown aces Birch Creek MX

By Jay and Sharon Hauser

DANVILLE, VA, SEPT. 24

Honda of Troy rider Mike Brown rode to a flawless four-moto sweep to capture both 125 and 250cc/Open Pro wins during the second round of the AMA Fall Classic Series at the Birch Creek MX facility.

Cold, wet weather worked hard to destroy any chances of a good track, but event promoter Ken Farrell had his crews working well into the night to ensure a raceable course for the event.

Team Green rider Richie Horton jetted out front at the start of the first 125cc Pro Moto with Brown working into second. New Pro-class contender Brock Sellards was holding down a strong third over Suzuki-mounted Barry Carsten and Jim Chester.

Brown was quick to work into the lead and had a clear track while Sellards also displaced Horton to run second. Horton soon found himself out of the hunt when he tangled with Chester over the big jump in the lower section and hit the dirt. Brown and an impressive Sellards ran up front with Carsten working on Sellards the whole way. In the end, Brown took the moto win with Carsten overtaking Sellards on the last lap for second.

Sellards came back to grab the holeshot in the second 125cc Pro moto only to be quickly pushed back to third behind Brown and Neese. Once Brown and Neese saw daylight they were gone, but Sellards made a valiant attempt to keep the lead pair in sight to the finish. With the top three all but a given, the main battles fell between the Suzukis of Carsten and Nathan Ramsey, pitted against the younger Horton brother, Robbie. As the riders worked past the finish line it was Carsten taking fourth over Horton while Ramsey was moved back one place by the Honda of Joe Oehlhof and had to settle for seventh.

With the Premier 250/Open class there was sure to be some top-notch racing, and the fans that lined the fences were not disappointed. Brown was sporting his new National number 10, and his riding reflected the speed he gained in the Nationals as he collected two more moto wins for an impressive sweep. CN

Results

50: 1. Chris Norris (LEM); 2. Buddy Biagi (KTM); 3. Tyler Shumate 4. Stephen Cook (LEM); 5. Brett Chathan (LEM).

60: 1. Zach Kutschenko (Kaw); 2. William Bryant (Kaw); 3. Shase Shumat (Kaw); 4. Scott Terry (Kaw); 5. Brent Wagoner (Kaw).

80 (7-11): 1. Ben Riddle (Kaw); 2. Adam Overcash (Suz); 3. Andrew Williams (Kaw); 4. Phillip Ranker (Suz); Zach Kutschenko (Suz).

80 (12-15): 1. Jered Black (Yam); 2. Bobby Ranker (Suz); 3. Bryan Weatherly (Kaw); 4. James Webb (Yam); 5. Zach McCoy (Kaw).

125 PRO: 1. Mike Brown (Hon); 2. Jim Neese (Hon); 3. Brock Sellards (Kaw); 4. Barry Carsten (Suz); 5. Robbie Horton (Kaw).

125 B: 1. Marcus Hedrick (Suz); 2. Stoner Ross (Kaw); 3. Travis Sharpe (Suz); 4. Doug Neighbors (Hon); 5. Chap Harkrader (Hon).

125 C: 1. Kurt Inscoe (Kaw); 2. Jay Brown (Kaw); 3. Ronald Lewallen (Hon); 4. Nicholas McAllister (Kaw); 5. J. Simpson (Hon).

125 D: 1. J. Lucas (Kaw); 2. Eric Thomas (Hon); 3. Neil Butler (Suz); 4. Robbin Poole (Hon); 5. Bill Armstrong (Kaw).

250 PRO: 1. Mike Brown (Hon); 2. Jim Neese (Hon); 3. Todd Dehoop (Hon); 4. Brock Sellards (Kaw); 5. Robbie Skaggs (Kaw).

250 C: 1. Kyle Richardson (Hon); 2. D. Hodges (Kaw); 3. Travis West (Hon); 4. Richard Ferdt (Kaw); 5. Thomas Stover (Yam).

250 D: 1. Rick Nealan (Kaw); 2. William Lackey (Hon); 3. Antonio Via (Kaw); 4. Randy Allen (Hon); 5. Carl Plumley (Yam).

25+ A: 1. Todd Sheady (Kaw); 2. Mike Eastwood (Kaw); 3. Allen Alford (Yam); 4. Rob McWhorter (Hon); 5. John Edwards (Suz).

25+ B: 1. Doug Neighbors (Suz); 2. David Anderson (Hon); 3. Greg Smith (Suz); 4. Michael Hyatt (Yam); 5. John Schafer (Suz).

30+ A: 1. Vann Gibson (Hon); 2. Robert Rice (Hon); 3. Jay Hauser (Hon); 4. Donnie Foster (Hon).

30+ B: 1. Barry Nelson (Hon); 2. Paul West (Hon); 3. James Goin (Hon); 4. Bruce Boilsow (Hon); 5. Marc Cleveland (Hon).

35+: 1. Darrell Bell (Hon); 2. David Bell (Yam); 3. Ronnie Moran (Yam); 4. Ronald Greene (Kaw); 5. Tim Killinger (Hon).

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RESULTS

Motocross
AMA District 14
Baja Acres
Millington, MI
Sept. 3
By Fred Reynolds

125 A	
Matt Maximoff	Yam
David Horvath	Hon
Craig Biland	Hon
Robert Fryzel	Kaw
125 B	
Mike Travis	Yam
Jason McDonald	Suz
Ricky Esckelson	Hon
Mark Travis	Yam
Brian Gray	Hon
125 C	
Tony Whitmore	Yam
Jonathan Kensington	Suz
Nicholis McDonald	Suz
Gary Schroyer	Hon
Jeff Gardner	Yam
125 JR	
Mike Travis	Yam
Joshua Woods	Kaw
Ryan Zamler	Hon
Michael Pfluke	Yam
Scott Zielinski	Suz
16-24	
Bob Mugan	Yam
Tom Gilliam	Suz
Craig Biland	Hon
Jeff Aud	Hon
Donald Owens	Yam
25+	
Matthew Crown	Yam
Billie Andison	Suz
James Marsack	Suz
Tom Deguise	Yam
Robert Schulte	Kaw
250 OPEN A	
David Horvath	Yam
Johnathon Blain	Yam
Bob Mugan	Yam
Robert Schulte	Kaw
Jason Fletcher	Hon
250 OPEN B	
Kelvin Travis	Yam
Robert Lloyd	Kaw
David Moretuzzo	Hon
David Cross	Hon
Donald Wright	Kaw
250 OPEN C	
Kenneth Rabideau	Kaw
Michael Worden	Yam
Jonathan Kensington	Suz
Rob Gnagey	Yam
Robert Sawicki	Yam
30+	
Jeff Himanek	Hon
Craig Pickett	Hon
Kreg Bigelow	Yam
Kip Bigelow	Yam
Billie Andison	Suz
35+	
Scott Currie	Hon
Tim Roberson	Yam
Michael Price	Yam
Mark Smith	KTM
Paul Rose	Hon
40+	
Kelvin Travis	Yam
Jeffrey Bost	Hon
Frank Helms	Yam
Thomas Jankowski	Yam
Ronald Sage	Hon
50+	
Richard Robbins	Hon
Fred Klipple	Hon
Edward Hieftje III	Hon
Harold Butzin Sr.	Suz
Charles McConnell	Kaw
51 JR	
Thomas Lee Templeton Jr.	Yam
Adam Harden	KTM
Adam Drabek	Yam
Troy Rohn	KTM
Eric Miller	Yam
51 SR	
Wayne Dennis	
T. J. Auten Jr.	
Nichole Cheza	Yam
Brett Bourdage	Yam
John Drouin	KTM
60	
Robby Wheeler	Kaw
Cory McDermitt	Kaw
Brandon Butzin	Kaw
Jake Marsack	Kaw
Marcus Shaver	Kaw
80 (12-15)	
Joshua Woods	Kaw
Joseph Kersanty	Hon
Chris Briesmeister	Yam
80 (7-11)	
Jerod L. Whipple	Hon
Robby E. Wheeler	Suz
Randall L. Woodring	Yam
Corey W. Paulsell	Yam
Billy D. Lichtle	Hon
80 C	
Scott Sweeting Jr.	Kaw
Shane Horne	Suz
Kyle Kohler	Yam
Adam Uhlianuk	Yam
Jeff Day	Kaw
EX A	
David Gloden	
Rick Zenner	Hon
James Fowler	Hon
N/C	
Dennis Hodges	Hon
Larry Brock	Hon
Scott Hurren	Suz
Brad Longowski	Hon
Dean Ward	Yam
NOV	
Rodney Tessmer	Hon
Dave Yeager	Hon
Damenick Forte	Hon
Randy Yeager	Yam

Motocross
AMA District 14
Baja Acres
Millington, MI
Sept. 23
By Fred Reynolds

125 A	
John Kitsch II	Suz
Chris Beckington	Kaw
Robert Fryzel	Kaw
Craig Biland	Hon
125 B	
Ricky Esckelson	Hon
Lance Shelton	Yam
John Lukasik	Yam
Roy Eckelson	Hon
Darlene Roat	Suz
125 C	
Jeremy Flett	Suz
Patrick Ingles Jr.	Suz
Walton Smith	Yam
Rodney Buhl	Hon
Brian Holngren	Suz
125 JR	
Joshua Woods	Kaw
Mike Travis	Yam
Richard Watson Jr.	Suz
Michael Pfluke	Yam
Jamie Beckett	Suz
16-24	
Tom Gilliam	Suz
Nick McNewly	Suz
Craig Biland	Hon
Jeff Aud	Hon
Mark Glenn	Suz
25+	
Tom Deguise	Yam
250 OPEN A	
Ahmad Owens	Hon
Shawn Castle	Suz
Marc Decubber	Hon
250 OPEN B	
Ryan Haines	Hon
David Goodwin	Yam
Jim Wazny	Hon
Eugene Olsavick	Hon
Kelvin Travis	Yam
250 OPEN C	
Lyle Fleischmann	Hon
Michael Keitz	Kaw
David Bolger	Hon
Sean Conley	Hon
Eric Slowinski	Hon
30+	
Eugene Olsavick	Hon
David Miller	Hon
Perry Tacey	Hon
James Trevarrow	Kaw
Bart Newman	Yam
35+	
Craig Pickett	Hon
Scott Currie	Hon
Tim Roberson	Yam
Mike Teagan	Hon
Jeffrey Beerbower	Hon
40+	
Embert Berkers	Hon
Kelvin Travis	Yam
Bob Bolenbaugh	Hon
Michael Lindamood	Hon
Martin Murphy	Hon
50+	
Charles McConnell	Kaw
Owen Hutchins	Suz
51 JR	
Corey Slavik	
Thomas Lee Templeton Jr.	Yam
James Henfling	
Adam Drabek	KTM
Jay John Jackson III	KTM
51 SR	
Wayne Dennis	
Gregory Watson	Yam
Justin Severance	KTM
60	
Robby Wheeler	Kaw
Nicholas Adams	Kaw
Cory McDermitt	Kaw
Brandon Butzin	Kaw
Scotty Thomason	Kaw
80 (12-15)	
Joshua Woods	Kaw
Derek Lindamood	Hon
80 (7-11)	
Jerod Whipple	Hon
Nicholas Adams	Suz
Robby Wheeler	Suz
Derek Rose	Hon
Billy Lichtle	Hon
80 C	
Jeremy Flett	Yam
Brain Curtis	Yam
Shane Horne	Suz
Adam Uhlianuk	Hon
Chris Wickline	Yam
N/C	
Ron Hayes	Suz
Ed Holmes	Hon
Curtis McConnell	Kaw
Brent Wright	Hon
Jammie Ryan	Kaw

Motocross
AMA District 14
Baja Acres
Millington, MI
September 24
By Fred Reynolds

125 A	
John Kitsch II	Suz
David Horvath	Hon
Pat Church	
125 B	
Ricky Esckelson	Hon
John Lukasik	Yam
Robert Sohn	Hon
Kenneth Bowers	Hon
Scott Zielinski	Suz
125 C	
Jason Wirsing	Suz
Wayne Kingman	Suz
Bryan Farmer	Hon
Jeremy Flett	Suz
John Williams	Hon
125 JR	
Randy Doviak	Suz
Joshua Woods	Kaw
Richard Watson Jr.	Suz
Joshua Long	Suz
Ryan Zamler	Hon
16-24	
Dave Korte	Hon
Tom Gilliam	Suz
Donald Gillett Jr.	Kaw
Jeff Aud	Hon
Nick McNewly	Suz
25+	
Robert Schulte	Kaw
Richard Machniak	Kaw
Tom Deguise	Yam
Greg Simpson	Suz
Alan Gabalis	Yam
250 OPEN A	
Dan Jannette Jr.	Suz
Dave Korte	Hon
David Horvath	Yam
Mike Ferguson	Yam
Alan Gabalis	Yam
250 OPEN B	
Nicholas Karloff	Yam
Jeffery Carpenter	Hon
Daniel Pyrett	Kaw
Marc Reno	Yam
James McKittrick	Yam
250 OPEN C	
Michael Worden	Yam
David Bolger	Hon
Kenneth Rabideau	Kaw
Rob Gnagey	Yam
Lee Fleischmann	Hon
251-500	
John Highfield	Yam
30+	
Todd Stewart	Hon
Craig Pickett	Hon
Richard Machniak	Kaw
Robert Schulte	Kaw
Jeff Himanek	Hon
35+	
Scott Currie	Hon
Max Marsh	Yam
Tim Roberson	Yam
James Dlabal	Hon
Michael Price	Yam
4-STRK	
Steve Collins	Yam
40+	
Jeffrey Bost	Hon
Thomas Jankowski	Yam
John Korte	Hon
David Curry	Hon
Bob Bolenbaugh	Hon
50+	
Fred Klipple	Yam
Larry Stewart	Hon
Edward Hieftje III	KTM
Richard Robbins	Hon
Skip Krassa	Hon
51 JR	
Jay John Jackson III	KTM
Adam Drabek	KTM
James Henfling	
Thomas Lee Templeton Jr.	Yam
Nicholas Hiltz	KTM
51 SR	
Wayne Dennis	
Justin Bomers	KTM
Nichole Cheza	Yam
Gregory Watson	Yam
Jeff Kish	Yam
60	
Nicholas Adams	Kaw
Robby Wheeler	Kaw
Cory McDermitt	Kaw
Scotty Thomason	Kaw
Brandon Butzin	Kaw
80 (12-15)	
Chris Briesmeister	Yam
80 (7-11)	
Jerod Whipple	Hon
Nicholas Adams	Suz
Corey Paulsell	Yam
Derek Rose	Hon
Cory McDermitt	Suz
80 C	
Adam Uhlianuk	Yam
Chris Wickline	Yam
Brain Curtis	Yam
Shane Horne	Suz
Kyle Kohler	Yam
EX A	
James Fowler	Hon
N/C	
Ron Hayes	Suz
James McKittrick	Hon
Larry Brock	Hon
Brad Longowski	Hon
Elmer Peters	Hon
NOV	
Rodney Tessmer	Hon
Mark Chapin	Suz
Karl Schwartz	Suz
Dave Yeager	Hon
Jeff Adkins	Yam

Motocross
AMA District 11
Honda Hills
Motorsports Park
Linnville, OH
Sept. 16
By Rupert F. Pellett

50 (4-6)	
Billy Sprankle	KTM
Jared Jarvis	LEM
Ryan Reedy	KTM
Dustin Jackson	KTM
Donnie Sprangler	Yam
50 (7-8)	
Joey Pellett	Cob
Josh Gaitten	LEM
Michael Willard	KTM
65	
Chris Whitcraft	KTM
Derek Sturgell	Kaw
Michael Willard	Kaw
Joey Pellett	Kaw
Nick Carroll	Kaw
MINI JR	
Chris Whitcraft	Suz
Gavin Gracyk	Kaw
Andy Willard	Hon
Derek Sturgell	Kaw
Jimilei Fox	Kaw
MINI SR	
Jeff Gibson	Kaw
Shaun Kuchler	Kaw
David Whitcraft	Suz
Mike Campbell	Hon
Scott Kuchler	Kaw
SCHBY	
Chris Berry	Yam
Jeff Gibson	Kaw
Aaron Thomas	Yam
David Whitcraft	Suz
Luke Pancake	Yam
17-24	
Richard Grosse	Suz
Larry Walker	Hon
Rob Bingman	Suz
Bob Rybacki	Hon
Rob Cunningham	Kaw
25+	
Joe Evener	Yam
Tom Dolen	Hon
Rod Hook	Suz
Mark Matheis	Yam
Steve Taylor	Hon
30+	
Gerry Bennett	Hon
Skip Zimmerman	Hon
Rod Hook	Suz
Richard Spangler	Kaw
Dave Hall	KTM
40+	
Gerry Bennett	Hon
Tom Lewis	Hon
Bill Hartshorn	Hon
Jim Adams	Hon
Robert Wilson	Suz
125 A	
Chris Berry	Yam
Wes Boyd	Suz
125 B	
Terry Collins	Suz
Lane Teater	Hon
Larry Walker	Hon
Rob Bingman	Suz
Jeff Swenson	Hon
125 C	
Richard Grosse	Suz
Bob Rybacki	Hon
Bub Thomas	Suz
Floyd Doty	Yam
Dave Leezer	Suz
250 A	
Joe Evener	Yam
OPEN	
Mike Russell	Hon
Scott Thompson	Hon
4-STRK	
Keisuke Ishii	Kaw
250 C	
James Chapman	Suz
Jeff Guest	Yam
Scott Thompson	Yam
Mark Bliss	KTM
Frank Wright	Hon

Dirt Track
Lodi Cycle Bowl
Lodi, CA
Sept. 16
By Donna Hall

PRO-AM EX	
Lonnie Pauley	Rtx
Billy Martin	Rtx
Dan Hart	Rtx
Rob Damron	Rtx
Billy Luker	Rtx
PRO-AM NOV	
Shaun Russell	Rtx
Don Hart	Rtx
Justin Hermesky	Rtx
Zane Amaro	Hon
Sammy Sabedra	Hon
PRO-AM EX 250	
Tony Souza	Hon
250 NOV	
Bob Marinelli	Yam
Michael Jones	Yam
Jacob Morgan	Yam
Melvin Olivieri	C-A
Kenneth Holland	Yam
OPEN A MNY	
Lonnie Pauley	Rtx
Don Hart	Rtx
Shaun Russell	Rtx
Dan Hart	Rtx
Billy Martin	Rtx
OPEN EX	
Justin Hermesky	Rtx
Billy Luker	Rtx
Rob Damron	Rtx
OPEN B	
Bob Casey	Rtx
Robert Peichoto	Hon
Chris Marquis	Hon
Mike Gallaty	Hon
OPEN C	
Scott Whitaker	Hon
Yuhiko Hirao	Yam
Mtsunori Takeuchi	Rtx
Jon Fountain	Yam
Marty Weisler	Yam
VET A	
Bob McDonnell	H-D
Matt Gomez	Rtx
Larry Andres	Rtx
James Judd	Rtx

VET B
Bob Casey Rtx
Michael Evans Kaw
Bob Marinelli Yam
Mark Amaro Yam
VINT A
Chris Marquis
VINT C
Marty Weisler Yam
250 SCHBY
Toby Jorgensen Hon
100 A TT
Frank Nye Sr. Hon
Tony Meiring Hon
Phil Cascio Hon
Anthony Demario Hon
100 B TT
Dorrey Ingoglia Hon
Kenneth Holland Suz
Aaron Cisco Hon
100 C TT
Ryan Chamberlin Hon
Satomi Kitabayashi Hon
Frank Nye Jr. Hon
Shauna Decamp Hon
100 A
Toby Jorgensen Hon
Tony Meiring Hon
Tony Demario Hon
Phil Cascio Hon
100 B
Scott Marcus Hon
Aaron Cisco Hon
Dorrey Ingoglia Hon
Satomi Kitabayashi Hon
80 A
Toby Joregensen Hon
Toney Meiring Hon
Mickey Lane Suz
80 B
Brandon Inderbitzen Hon
Matt Gomez Kaw
80 C
David Casey Kaw
Jared McWhirter Hon
Thomas Reed Kaw
60 B
Stewart Barber Kaw
Corey Eaton Kaw
Matt Gomez KTM
60 C
Nick Moore Kaw
Derrick Ponton Kaw
Frankie Lane Kaw
Scott Meyer Hon
P/W A
Ryan Kuntz KTM
Jason Grewe Yam
Bradley Hiler Yam
P/W STK C
Kyle Plunkett Yam
Nick Stedman KTM
Jesse Andres Yam
Joey Favalora KTM
P/W MOD A
Ryan Kuntz Yam
Jason Grese Yam
Derrick Ponton Yam
Bradley Hiler Yam

Motocross
NESC
Middleboro, MA
Sept. 17

85 C
Tyler Merrifield Kaw
Wayne Peterson Suz
Jacob Morrison Suz
Tom Janik Kaw
Ryan Kelly Suz
85 B
Paul Veracka Kaw
Matthew Francis Kaw
Aaron Preble Suz
Jason Mikkola Suz
Russell Eldridge Suz
85 A
Jeremy Eardley Hon
Ben McCarthy Kaw
Greg Webster Yam
Carl Decotis Suz
Ryan O'Connell Suz
125 YTH C
George Brown Hon
Adrien Sardhina Suz
Casey Bates Kaw
Matthew Doody Hon
Collin Cordeiro Suz
125 YTH B
Jeff Bryant Suz
Eric Bascombe Hon
James Mahoney Hon
Derek Salsbury Kaw
Joshua Winchell Hon
125 YTH A
Dan Pepoon Suz
Chris Findley Suz
Jeff Doane Kaw
Ryan Erickson Suz
Keith LaBonne Hon
125 B
Dan Pepoon Suz
David Cobb Suz
Grant Carter Suz
Eric Howe Suz
Dana Johnson Hon
200+ B
John Day Hon
Gerard Scotti Hon
Tom Landry Kaw
Frank Boron Hon
Matt Gronowicz Hon
OPEN B
James Woeller Suz
Steve Jason Suz
Graham Rogers Hon
Charles Hathaway Kaw
Dean Shaw Suz
125 C
Nicholas Berube Yam
Darien Stevers Suz
Chris Sabrowski Hon
Matthew Doody Hon
George Cook Hon
200+ C
Jeffrey Feeney Suz
Douglas Edwards Hon
Tim Brodeur Yam
Eric Morer Suz
George Esteves Suz
OPEN C
George Esteves Suz
Douglas Edwards Hon
Daniel Stevens Suz
Robert McNamara Hon
Randall Anctil Kaw
125 A
Scott Carter Hon
John Dowd Yam
Pat Barton Suz
Mike Treadwell Suz
Andy Catanzaro Hon
200 A
John Dowd Yam
Scott Carter Hon
Pat Barton Suz
Mike Treadwell Suz
Adam Dujpont Suz

Motocross
AMA District 14
Baja Acres
Millington MI
October 1
By Fritz Seelman

125 A
Mike Shinabarger Hon
Robert Fryzel Kaw
Joey Munger KTM
Jeff Aud Hon
Jason Trealout Kaw
125 B
Thomas Barron Suz
Ryan Haines Hon
Michael Pfluke Yam
Clint Sumner Hon
William Withrow Yam
125 C
Bruce Youngs Suz
Gary Schroyer Hon
Anthony Trupiano Suz
Jason Wirsing Suz
Mark Bockheim Suz
125 JR
Michael Pfluke Yam
Mike Travis Yam
Jason Colby Yam
Scott Zielinski Suz
Matthew Murphy Hon
16-24
Nicholas McNenly Suz
Clint Sumner Hon
Tom Gilliam Suz
Erin Early Suz
Jeff Aud Hon
25+
John Grewe Suz
Mike Himanek Hon
Kreg Bigelow Yam
Tom Deguise Yam
Richard Machniak Kaw
250 OPEN A
Matthew Crown Yam
John Kitsch II Hon
Dan Jannette Suz
Shawn Castle Suz
Marc Decubber Hon
250 OPEN B
Ryan Haines Hon
John Buono Kaw
Brian Youngs Suz
Matt MacPetrie Hon
Donald Owens Yam
250 OPEN C
Michael Worden Yam
Kenneth Rabideau Kaw
Lee Fleischmann Hon
Lyle Fleischmann Hon
Paul Benjamin Hon
30+
Kreg Bigelow Yam
Craig Pickett Hon
Mark Cheza Kaw
Todd Stewart Hon
Robert Schulte Kaw
30+ QUAD
John Adams Hon
Ron L Evans Hon
35+
Scott Currie Hon
Max Marsh Yam
Tim Roberson Yam
Michael Price Yam
Jeffrey Bost Hon
4 STROKE
Michael Novak Hon
Mario Izzi Hon
Jeff Adkins Yam
40+
Jeffrey Bost Hon
Kelvin Travis Yam
Embert Berkers Hon
John Korte Hon
David Curry Hon
50+
Larry Stewart Hon
Richard Robbins Hon
Fred Klipple Yam
Bill Estill Kaw
Charles Mcconnell Kaw
51 JR
Eric Miller KTM
Nicholas Hiltz KTM
Jerry Lorenz KTM
Adam Drabek KTM
Adam Harden KTM
51 SR
Grant Moreland
T. J. Auten Jr
Justin Bomers KTM
Nichole Cheza
Gregory Watson Yam
60
Robby Wheeler Kaw
Eric Baird Kaw
Scotty Thomason Kaw
Marcus Shaver Kaw
Josh Lichtle Kaw
80 (12-15)
Randy Valade Yam
Derek Lindamood Hon
80 (7-11)
Jerod Whipple Hon
Henry Wiles Yam
Randall Woodring Yam
Corey Paulsell Yam
Derek Rose Hon
80 C
Brain Curtis Yam
Chris Wickline Yam
Scott Sweeting Jr Kaw
Andrew Laczko Yam
Jeff Day Kaw
EX A
Bill Arens Hon
Stephen Miley Hon
James Fowler Hon
N/C
James Mckittrick Hon
Ron Hayes Suz
Jeffrey Kish Yam
Brad Longowski Hon
Alfred Johnroe Hon
NOV
Jeff Viaene Hon
Jason Howell Kaw
Brian Wrubel Hon
Fred Kemp Hon
Thomas Bringard Yam
VINT
James Price Jr Kaw

Motocross
Midwest Racing Association
Delta Raceway
Delta, OH
Sept. 16
By Marilyn Post

50 (4-6)
Justin Comiskey Yam
Joby Kaslowski Yam
Damon Bauer Yam
Thomas McGovern Jr. Hon
50 (7-8)
Paul Sharrar III Hon
Adam Behringer Yam
Josh McCullough Hon
Kelin S. Ferguson Hon
50 S/MINI
Liam Murphy LEM
David E. Bacon KTM
Glenn Smith III LEM
60
William Hicks Kaw
Tommy Hollenbeck Kaw
Broc Bauer Kaw
Paul Laing Hon
Steven Carnahan Kaw
0-85 EX
Ian D. Hammond Suz
Billy Dittman Kaw
Amanda Mastin Suz
Chuck Gekle Kaw
Richard Watson Jr. Suz
0-85 NOV (7-15)
Brandon Fritts Hon
Gabriel Stahl Yam
John Maher Kaw
Mike Simon Yam
Cody Mastin Suz
0-85 BEG (7-15)
Ryan Richardson Hon
Ryan Ross Yam
James Gray Suz
Mike Suman Kaw
William Hicks Kaw
80-125 JR (12-15)
Nicholas Wey Kaw
Jason McDonald Suz
Joshua Long Suz
Chad Seals Suz
Billy Dittman Kaw
125 EX
Shawn Castle Suz
Todd Murdock Kaw
125 INT
Nicholas Wey Kaw
Richard Watson Jr. Suz
Jason McDonald Suz
Jon Suman Hon
Matthew Feasel Kaw
125 NOV
Michael Turi Suz
Tony Dermyer Suz
Gary Fritts Hon
Nick McDonald Suz
Kraig MacPhee Kaw
125 BEG
Scott Donaldson Hon
Jon Maassel Hon
Josh Everett Suz
Chris McGown Hon
James Gray Hon
250/OPEN EX
Shawn Castle Suz
Lonnie Hammond Yam
Michael Hill Suz
John Davis Kaw
Ray Solarski Yam
250/OPEN INT
Todd Vicary Suz
Craig Smith Suz
Brad Dixon Kaw
George Fanelli Suz
Scott Patchen Hon
250/OPEN NOV
John Miller Suz
Brian Rife Hon
Gene Wolfe Kaw
Dean Noworyta Suz
Mike Harris Yam
250/OPEN BEG
Jason Griffiths Yam
Rob Woodring Kaw
Bill McClure Hon
Kenneth Watson Hon
Erick Muck Yam
16-24 OPEN
Jon Suman Hon
Matthew Feasel Kaw
VET 25+
Todd Vicary Hon
Lonnie Hammond Yam
Craig Smith Suz
Jim Almroth Hon
Joe Dubowsky Hon
VET 30+
George Fanelli Suz
Barry Mayo Kaw
Michael Hill Suz
Dan Kendall Suz
Kevin Griss Yam
VET 35+
Barry Mayo Kaw
Dan Kendall Suz
Michael Hill Suz
Mike Cleghorn Yam
Charles Rogers Suz
VET 40+
Barry Mayo
Harold Turner
VET 45+
William Hagar Hon
Lynn Conway Suz
OPEN 4-STRK
Karl Schamberger Kaw
William Hagar Hon
VINT-1989
Jay Gordinier Hon
Art Blais Kaw
Jeff Keel Hod
Jeff Carlson Hon
Larry Risner Kaw
VINT-1980
Mark Burnard Hus

Road Racing
CMRRA
Race City Speedway
Calgary, Alberta, Canada
Sept. 17

OPEN SS PRO
Murray Clift Suz
Clint McBain Hon
Trevor Beckman Hon
Jason Smandych Suz
Sanny Gallaugher Hon
OPEN S/BK PRO
Murray Clift Suz
Clint McBain Hon
Dan Gregory Suz
Stan VanderHelm Hon
Jason Smandych Suz
F-1 PRO
Murray Clift Suz
Trevor Beckman Hon
Clint McBain Hon
Dan Gregory Suz
Stan VanderHelm Suz
VET
Fernando Peris Yam
NOV
Brian Curry Suz
Gary Villetard Yam
F-2 PRO
Paul Ludwig Hon
Stephen Wellman Hon
L/W PROD PRO
Paul Ludwig Hon
600 SS PRO
Murray Clift Kaw
Clint McBain Hon
Lee Johnston Hon
Danny Gallaugher Hon
Leo Johnston Hon
F-2 AM
Graham Symcox Yam
Tim Easton Hon
Alan Wade Yam
Craig Fabische
Adrian Baird Yam
L/W PROD AM
Graham Symcox Yam
Tim Easton Hon
Alan Wade Yam
Craig Fabische
Adrian Baird Yam
600 SS AM
Paul Pridday Hon
Colin Pope Hon
Tim Johnson Hon
Simon Courtier Yam
Graham Symcox Yam
OPEN SS AM
Alan Ferro Suz
Ron Baker Hon
Paul Pridday Hon
Colin Pope Hon
Tim Johnson Hon
OPEN S/BK AM
Alan Ferro Suz
Ryan Taylor Kaw
Colin Pope Hon
Tim Johnson Hon
Scott Decker Kaw
F-1 AM
Hima Maher Suz
Alan Ferro Suz
Paul Pridday Hon
Ron Baker Hon
Colin Pope Hon

Short Track
Honda Hills Motorsports Park
Linville, OH
Sept. 23
By Rupert F. Pellett

50
Michael Willard KTM
Donnie Southers KTM
Michael Roberts KTM
Skyler Caldwell Yam
Joey Mathias Yam
65
Gavin Gracyk Kaw
Chris Whitcraft Kaw
Glen Jamison Kaw
Zach Joseph Kaw
80
David Whitcraft Suz
Shaun Kuchler Kaw
Scott Kuchler Kaw
250
Gerry Bennett Hon
Jim Adams Hon
SR
Don Herron Bul
Dave Arnold Rtx
Ken Arnold Bul
Dale Sondles Hon
PRO
Chris Berry Yam
Tim Kuchler KTM
125
Rob Bingman Suz
OPEN
Ben Jackson Hon
Doug Shepard Hon
William Kelly Hon
Brad Holien Hon
4-STRK
Doug Shepard Hon
Eric Reames Hon
Tracy Fitter Hon
David Wolff Yam

Motocross
NESC
MX 338
Southwick, MA
Sept. 10

50
Corey Silva LEM
Benjamin Batchelder LEM
Ryan Desrosier KTM
Jarred Lawrence LEM
William Slattery KTM
65
Daniel Denoncourt Kaw
Michael Clendenin Kaw
Brian Bagley Kaw
Ryan Wadsworth Kaw
William Decotis Kaw
85 C
Trenton Estes Suz
Tyler Merrifield Kaw
Wayne Peterson Suz
Tom Janik Kaw
Michael Clendenin Suz
85 B
Corey Lane Yam
Matt Johnson Hon
Jason Mikkola Suz
Aaron Preble Suz
Michael Carpenter Yam
85 A
Ben McCarthy Kaw
Greg Webster Yam
Jeremy Eardley Hon
Ryan O'Connell Suz
Kevin Komosa Suz
125 YTH C
George Brown Hon
Ian Elliot Hon
William Bithell Suz
Mike Corbett Kaw
Adrien Sardhina Suz
125 YTH B
Jeremy Pikul Yam
Scot Deledda Yam
James Mahoney Hon
Robert Deledda Yam
Derek Salsbury Yam
125 YTH A
Shane O'Connor Suz
Chris Findley Suz
Matt Charron Suz
Keith LaBonne Hon
Bryan Cournoyer Yam
125 B
David Cobb Suz
Chris Crease Hon
James Mahoney Hon
Marcus Moir Suz
Bruce Delano Hon
200+ B
James Woeller Hon
Dan Curran Hon
Tom Landry Kaw
Frank Boron Hon
Scott Stolinas Hon
OPEN B
Frank Boron Hon
Mike Ouellette Suz
Casey Lucier Yam
Paul Fournier Hon
Grant Carter Suz
125 C
John Sherman Hon
Shawn Woronick Kaw
Robert Lariviere Suz
William Blavackas Hon
Nick Berube Hon
200+ C
Paul Gilbert Hon
William Blavackas Hon
Tom Audet Hon
Shane Garrison Kaw
Tyrone Reine Suz
OPEN C
Randall Carey Hon
Paul Gilbert Hon
Robert Palmer Suz
Darren Quartuccio Kaw
Mike Utegg Kaw
125 A
Scott Carter Hon
Pat Barton Suz
Shane O'Connor Suz
Tony Lorusso Suz
Adam Dupont Suz
200+ A
John Dowd Yam
Scott Carter Hon
Pat Barton Suz
Adam Dupont Suz
Andy Catanzaro Hon
30+ A
David Pauuette Hon
Gary Williams Kaw
John Camelio Hon
Jim Meenan Suz
Tom Sonier Kaw
30+ B
Robert Hearn Hon
Ian Linscott Hon
Tony Carreiro Hon
Carl Binner Yam
Jesse Barnes Suz
30+ C
Robert Palmer Suz
Ron Cyr Hon
Tom Miozzi Hon
Nathan Wood Hon
Pat Leonard Hon
35+ A
Jim Meenan Suz
Junius Hopkins Hon
David Clemence Kaw
Steve LaPointe Yam
Tom Ferrither KTM
35+ B
Doug Pomeroy Hon
James Caswell Yam
Steve Elderkin Yam
Robert Doyle Hon
Mark Hangos Suz
30+ B N/CH
Brad Bonin Hon
Mike Roma Hon
Robert Orlick Yam
David Zukowski Hon
Travis Cassells Yam
40+
David Clemence Kaw
Ron Vincent Yam
John Delgrosso Suz
Jack Weaver Suz
Gary Mikalson Suz

Send results of races ASAP after the event to: Results, Cycle News, P.O. Box 498, Long Beach, CA 90801-0498. Results should be typewritten, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.

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4TH $ 400	9TH $ 150	4TH $ 150	9TH $ 25
5TH $ 350	10TH $100	5TH $ 100	10TH$25

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Super P Wee 6-9	85 Stk thru 11	125 A (Pro)
51 P Wee Stk 4-6	85 Mod thru 11	125 B (Inter)
51 P Wee Stk 7-8	85 Stk 12-13	125 C (Nov)
51 P Wee Mod 4-6	85 Mod 12-13	125 Beginner
51 P Wee Mod 7-8	85 Stk 14-16	125 Open
65 Jr Cy Stk 6-8	85 Mod 14-16	250 A (Pro)
65 Jr Cy Mod 6-8	Super Mini	250 B (Inter)
65 Jr Cy Stk 9-11	Mod thru 16	250 C (Nov)
65 Jr Cy Mod 9-11		250 Beginner

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November 5, 1995
Oklahoma City, OK
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A Rider For the Riders

Wed., Oct. 11	GFI Wednesday Practice Day (2-7pm)	Perris
Sat., Oct. 14	GFI Saturday Practice Day (8-1pm)	Perris
Wed., Oct. 18	GFI Wednesday Practice Day (2-7pm)	Perris
Sun., Oct 22	GFI Fall Series - Round 4*	L.A.C.R.

*Honda, Kawasaki, Suzuki, Yamaha Contingency Programs

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

World Championship Superbike Road Race Series
10/15 Sentul, Indonesia, Rnd 11
10/29 Phillip Island, Australia, Rnd 12

AMA Grand Nat'l C'ship Series
10/15 Del Mar, CA, Rnd 25

AMA Harley-Davidson 883 Dirt Track Series
10/15 Del Mar, CA, Rnd 17

AMA National Championship Enduro Series
10/15 Canton, IL, Rnd 8
10/29 Delaware City, DE, Rnd 9

AMA National Championship Hare Scrambles Series
10/22 Lynnville, IN, Rnd 8
11/5 Kent, WA, Rnd 9

AMA National Championship Hare & Hound Series
10/22 Johnson Valley, CA, Rnd 6

AMA/Wiseco/Yamaha/Dunlop/Moose/ITP National Cross Country Series
10/15 Mt. Morris, PA, Rnd 11
10/29 Crawfordsville, IN, Rnd 12
Info 304/594-1157

AMA Mid South Winter Hare Scramble C'ship Series
10/15 Hohenwald, TN
11/5 Greeneville, KY
11/19 Lynneville, IN
12/3 Owensboro, KY
12/17 Mannington, KY
1/14 Lawrenceburg, TN
2/4 Columbia, TN
2/25 Bremen, GA
3/3 Bolivar, TN
3/17 Centervile, TN
3/24 Cadiz, KY

AMA/Prostar Championship Drag Race Series
11/9-12 Gainesville, FL
Info 205/852-1101

Championship Cup Pro-Am Series
Florida Region
* 10/21-22 Daytona, FL
12/9-10 Palm Beach Gardens, FL
Great Lakes Region
*10/21-22 Daytona, FL
Mid-West Region
*10/21-22 Daytona, FL
Southeast Region
*10/21-22 Daytona, FL
Great Plains Region
*10/21-22 Daytona, FL
Mid-Atlantic Region
*10/21-22 Daytona, FL
Northeast Region
*10/21-22 Daytona, FL
Southwest Region
*10/21-22 Daytona, FL
12/2-3 Chandler, AZ
*Race of Champions

*** WERA Grand National Final**
10-11/15 Braselton, GA
Info 803/681-9372
* Tentative

*** WERA Nat'l Challenge Series**
10/11-15 Braselton, GA, Rnd 10
Info 803/681-9372
* Tentative

Sunoco Formula USA Series
10/13-15 Braselton, GA, Rnd 5
Info 916/582-1061
* EBC Triple Crown Round

*** WERA Nat'l Vintage Series**
10/10-11 Braselton, GA, Final
Info 803/681-9372
* Tentative

North American Super Bike Series
10/20-22 Daytona, FL

AHRMA Historic Cup Series
10/13-15 Talladega, AL
Info 715/842-9699

AHRMA SOS/BOT/BEARS Series
10/13-15 Talladega, AL
Info 715/842-9699

AHRMA Vintage Iron National MX Series
10/22 Hollister, CA
Info 715/842-9699

AHRMA British Bike Magazine Trials Series
10/21 Hollister, CA
Info 715/842-9699

AHRMA Vintage Enduro Series
10/15 Chadwick, MO
Info 715/ 842-9699

AHRMA West Regional MX Series
10/22 Hollister, CA
11/5 Tulare, CA

AHRMA Nor. Cal. MX Series
10/22 Hollister, CA

NETRA C'ship Enduro Series
10/22 Chester, CT
11/5 Stafford, CT

NETRA Championship Hare Scrambles Series
10/15 Assonet, MA
10/29 Temple, NH
11/12 Barkhamsted, CT
11/19 Newburgh, NY

NETRA Turkey Run Series
10/15 Winchendon, MA
10/29 Central Village, CT

NETRA Championship Junior Enduro Series
10/14 Assonet, MA

SERA Enduro Series
11/5 Maplesville, AL

SERA Hare Scrambles Series
10/22 Tupelo, MX
12/3 Maplesville, AL
1/21 Maplesville, AL
2/4 New Augusta, MS
2/1 Wiggins, MS

ECEA C'ship Enduro Series
*10/29 Delaware City, NJ
11/5 New Gretna, NJ
11/12 Warren Grove, NJ
* National Enduro
Info 717/865-0601

ECEA Championship Hare Scrambles Series
11/19 Greenback, NJ
Info 717/865-0601

ECEA Dual Sport Series
10/15 Suffolk Co., NY
10/22 New Philadelphia, PA
Info 717/865-0601

SETRA Championship Hare Scrambles Series
10/22 Union, SC
11/12 Bybee, TN
11/19 Dahlonega, GA
12/3 Elgin, SC
12/10 Madison, GA
1/7 Greensboro, GA
1/21 Pine Mountain, GA
2/4 Willington, SC
2/11 Johnsonville, SC
3/17 Buena Vista, GA
Info 706/ 458-1328

SETRA C'ship Enduro Series
10/15 Cochran, GA
10/28 Tallahassee, FL
11/5 Maplesville, AL
1/14 Charleston, SC
1/28 Wedgefield, SC
3/3 Pelion, SC
3/7 Daytona Beach, FL
3/10 Greensboro, GA
3/31 Lenior, NC
5/5 Olustee, FL
5/19 Clanton, AL
Info 910/712-0605

Black Jack Enduro Circuit
10/15 Chadwick, MO
10/29 Tulsa, OK

EEA Eastern Championship Enduro Series
11/5 Maplesville, AL
Info 706/376-5232

Mid East Hare Scrambles Series
10/22 Grover, NC

Virginia C'ship Hare Scramble Series
10/15 Newport News, VA
10/22 Columbia, VA
11/5 Surry, VA
Info 804/255-4620

United States Central Regional Trials C'ship Series
10/21-22 Tulsa, OK
11/4-5 Wichita, KS
11/18-19 Pampa, TX

Carolina Virginia Observed Trials Club Series
10/15 Belews Creek, NC
11/5 Bunn, NC
Info 910/773-0742

FTA Trials C'ship Series
10/29 Hernando, FL
11/19 Crooms, FL
12/17 Crooms, FL
1/14 Crooms, FL
2/4 Hernando, FL
3/2-3 Crooms, FL
3/24 Hernando, FL
4/21 Crooms, FL
5/19 Crooms, FL
6/30 Crooms, FL

Arkansas Hare Scrambles Championship Series
11/5 Bee Branch, AR
Info 501/890-6346

KORR Hare Scrambles Championship Series
10/15 Arkansas City, KS
11/5 Newton, KS
11/12 Sterling, KS
Info 316/942-6527

KORR Motocross Championship Series
10/29 Marion, KS
Info 316/942-6527

ATA Trails Series
10/29 McCain Valley, CA
11/26 Lucerne Valley, CA
Info 213/259-6631

NMRA Drag Race Series
11/11 Palmdale, CA
Info 818/367-4117

Golden Crown of Baja Off Road Desert Series
12/15-17 Grand Carrera de Campeones San Felipe, B.C., Mex.
Info 818/340-5750

Gran Prixs de Baja Series
11/3-4 Baja Malibu Grand Prix Rosarito Beach, B.C., Mex.
Info 818/340-5750

LaPlaya MX/GP Series
12/3 Rosarito, Mex.
Info 011/52-661-22525

No. Calif. Mini Road Racing Assoc. Series
11/4-5 Sacramento, CA
11/18-19 Sacramento, CA
Info 916/722-5517

CMRRA 50cc-125cc C'ship Road Race Series
11/12 Perris, CA
11/25-26 Rosamond, CA
12/9-10 Perris, CA
Info 909/674-5357

MAMRRA YSR C'ship 50cc-86cc Series
10/28 Hampton, VA
Info 804/484-4688

NESC C'ship Motocross Series
10/15 Central Village, CT
10/22 Southwick, MA
10/29 Middleboro, MA
11/5 Middleboro, MA
Info 413/772-0685

New England Trials Association Series
10/15 W. Greenwich, RI
Info 203/889-5327

World Sports Florida Gold Cup Series
10/15 Dade City, FL
10/22 Ocala, FL
10/29 Gainesville, FL

Yamaha/McDonald's/Fox Pee Wee C'ship Series
10/20 Orlando, FL

Tucker Rocker Florida Mini-Cycle C'ship Series
10/27 Orlando, FL

Tucker Rocky Central Florida MC Dealers Series
10/27 Orlando, FL

AMA Fall Classic Motocross Series
10/15 London, KY
10/22 Blountville, TN

AMA Mega Series
10/14-15 London, KY
10/21-22 Blountville, TN
Info 615/323-5497

AMA Nat'l Arenacross Series
11/3-5 Albany, NY
11/17-19 Des Moines, IA
12/1-3 Rockford, IL
1/5-7 Ft. Worth, TX
1/12-14 Oklahoma City, OK
1/19-21 Niagara Falls, NY
1/26-28 Topeka, KS
2/2-4 Winston-Salem, NC
2/9-11 Milwaukee, WI
2/16-18 Cincinnati, OH
2/23-25 New Haven, CT
3/1-3 Denver, CO
Info 817/626-7297

AMA No. California Cross Country Series
11/5 Sacramento, CA
11/19 Willseyville, CA
11/25 Fallon, NV
Info 408/294-3438

AMA No. California Enduro C'ship Series
10/15 Redding, CA
10/22 Stonyford, CA
10/29 Grizzly Flats, CA
11/4 Upper Lake, CA
11/12 Stonyford, CA
11/19 Ballinger Canyon, CA
Info 916/624-7407

AMA No. California Family Enduro Series
11/11 Foresthill, CA
11/19 Stonyford, CA
Info 415/726-5955

Texas Cross Country Racing Assoc. C'ship Series
10/22 Killeen, TX
11/5 Hamilton, TX
Info 214/394-9168

Missouri Hare Scrambles C'ship Series
10/29 Festus, MI
Info 314/392-2475

Kansas Hare Scrambles Championship
10/22 Westmoreland, KS
11/12 Carbondale, KS
11/26 Carbondale, KS
Info 913/836-9171

OCCRA Cross Country Series
10/22 Stillwater, OK
11/12 Hallet, OK
Info 405/376-6849

Tucker Rocky Silkolene Southeastern Trials Rider Assoc. Series
10/21-22 Jasper, TN
Info 404/463-4390

Texas State Championship MX Series
10/22 Tyler, TX
10/28-29 Tyler, TX
Info 903/882-4215

AHRMA Southwest/Texas Region Fall C'ship Series
10/15 San Antonio, TX
11/5 Lake Whitney, TX
11/26 Tyler, TX
Info 713/361-2936 or 713/497-3366

AHRMA Southeastern Regional Trials Series
10/28 Palmetto, GA
Info 404/463-4390

MRAN Off-Road C'ship Series
10/29 Beatty, NV
Info 702/437-6726

OMRRA Road Race Series
10/15 Portland, OR
Info 503/221-1487

WSMC Road Race Series
10/15 Rosamond, CA
11/19 Rosamond, CA
12/17 Rosamond, CA
1/21 Rosamond, CA
2/18 Rosamond, CA
3/17 Rosamond, CA
4/21 Rosamond, CA
5/19 Rosamond, CA
6/16 Rosamond, CA
7/21 Rosamond, CA
8/18 Rosamond, CA
9/15 Rosamond, CA
10/20 Rosamond, CA
11/17 Rosamond, CA
12/15 Rosamond, CA
Info 805/256-1234

Over the Hill Gang National Championship Series
10/14-15 Adelanto, CA
11/11-12 Turlock, CA
Info 408/272-1519 or 310/864-6875

Motorcycle Asphalt Racing Series
10/28 Charleston, SC
3/5 Barberville, FL
5/20 Myrtle Beach, SC
6/9 Columbus, OH
6/21 Richmong, VA
8/18 Asheboro, NC
9/29 Asheville, NC
10/27 Kenly, NC
10/28 Charleston, SC
Info 803/626-7959

AMA Dual Sport Trail Ride Series
10/14-15 McArthur, OH
10/21-22 Grand Canyon, AZ
11/24-25 LA-Las Vegas

AMA/District 37 Dual Sport Ride Series
10/14-15 N. Palm Springs, CA
10/29 Cajon Pass, CA
11/12 Riverside, CA
11/24-25 *LA-Barstow-Las Vegas
11/26 Las Vegas, NV
12/10 Newhall, CA
1/13-14 Ridgecrest, CA
1/27-28 Palm Springs, CA
2/17-18 Las Vegas, NV
*National Trail Ride Series event
Info 818/249-2141

Appalachian Dual Sport Series
10/21-22 Parkersburg, WV
Info 304/292-2122, 304/594-1157

AMP/Fox Racing/Clawson Motorsports Fall MX Series
10/15 Hollister, CA
10/22 Turlock, CA
10/29 Hollister, CA
11/5 Livermore, CA
11/19 Turlock, CA
Info 209/667-7109, 408/238-8208

Georgia Fall MX Series
10/15 Dalton, GA
10/29 Breman, GA
11/5 Roberta, GA
11/12 Macon, GA
11/26 Macon, GA
Info 912/788-0413

GFI Fall MX Series
South Region
10/22 Palmdale, CA
11/5 Perris, CA
Info 909/684-6996

CMC Trans-Cal National Motocross Series
South Region
10/15 Ramona, CA
10/29 Palmdale, CA
North Region
10/21 Chico, CA
Oregon Region
9/24 Albany, OR
Showdown
11/4 TBA
11/5 TBA
Info 619/246-7262

CMC Copper State MX Classic Series
10/22 Eloy, AZ
10/29 Peoria, AZ
11/24-25 Glendale, AZ
Info 602/849-1572

Northwest 883 Twins Series
10/22 Kent, WA
Info 604/585-HAWG

OCTOBER

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NOVEMBER

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12	13	14	15	16	17	18
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26	27	28	29	30		

• DENOTES PRO PAYBACK

Fri, Oct 13

• DELAWARE SHORT TRACK - Delaware Motorsports Inc., Delaware Short Track Championship Series, Seaford Speedway, Seaford. Info: 302/422-6066.

GEORGIA MOTOCROSS - Thunder Creek MX, High Falls. Info: 912/994-6630.

• TENNESSEE MOTOCROSS - Northeast Tennessee Raceway, Explosion Night, Greeneville. Info: 615/234-0772.

TEXAS MOTOCROSS - Terry D. Cordray, Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

Oct 14-15

• CALIFORNIA ROAD RACE - Willow Springs Motorcycle Club, Willow Springs Int'l Raceway, Rosamond. Info: 805/256-1234.

CALIFORNIA ROAD RACE - Formula TT/Ron Wood Enterprises, Willow Springs Int'l Raceway, Rosamond. Info: 714/645-0393.

• CALIFORNIA MOTOCROSS - Over the Hill Gang, National Championship - Rnd 4, Rainbow II, San Jacinto. Info: 310/864-6875 or 909/672-6811.

• KENTUCKY MOTOCROSS - AMA, Sheltowee Series - Final Rnd/Pepsi AMA 250cc Fall Classic/Mega Series, 4th Annual State Championship, London. Info: 606/877-1364.

• KENTUCKY MOTOCROSS - AMA/Victory Sports, Mega Series/Kentucky State Championship, Daniel Boone MX, London. Info: 615/323-5497.

• NEW MEXICO MOTOCROSS - AMA/New Mexico Competition Club, East Mountain Sports Park, Moriarty. Info: 505/888-7312 or 896-0200.

OHIO DUAL SPORT - AMA/Enduro Riders Association, McArthur. Info: 614/385-3885.

Sat, Oct 14

• CALIFORNIA MOTOCROSS - Rojo Productions, Saturday Night Racing Series, Starwest Supercross Park, Moreno Valley. Info: 909/657-8845 or 909/943-4535.

• CALIFORNIA TT SCRAMBLES - AMA/Lodi M.C., Lodi. Info: 209/544-1027.

CALIFORNIA MOTOCROSS - U.S. Womens Team/OTHG Nationals, Adelanto. Info: 714/754-7305.

CALIFORNIA FLAT TRACK - Barona Speedway, Ramona. Info: 619/464-1104.

CALIFORNIA MOTOCROSS - CMA, Fall Series, Riverfront Park, Marysville. Info: 916/695-2727.

CANADA ROAD RACE - CMA/ASM, Circuit St-Eustache, Quebec. Info: 514/582-4051.

• FLORIDA MOTOCROSS - Pepsi Air Dania Motocross Park, Dania-Ft. Lauderdale. Info: 305/321-9422.

MASSACHUSETTS JUNIOR ENDURO - NETRA, Championship Series, Clarkie's Mild Ride Jr., Assonet. Info: 203/875-5757.

OHIO MOTOCROSS - Midwest Racing Association, Delta Raceway, Delta. Info: 313/289-2100.

• TENNESSEE MOTOCROSS - AMA/OnTrac, Hot Summer Nights Series, Big South Fork, Huntsville. Info: 615/577-5364.

TEXAS FLAT TRACK - Half Mile Flat Track, Lone Star Speedway, Longview. Info: 214/216-5520.

• TEXAS HALF MILE - Bob & Velma Bagweel/Vintage Dirt Track Racers Assoc., Lone Star Speedway, Longview. Info: 918/836-6999 or 903/984-3699.

• VIRGINIA SUPERCROSS - AMA/Birch Creek Motosports, Danville. Info: 804/836-3633

Sun, Oct 15

CALIFORNIA ROAD RACE - AFM, Sears Point Raceway, Sonoma. Info: 510/796-7005.

CALIFORNIA SHORT TRACK - Budweiser Racing, Plaza Park Raceway, Visalia. Info: 209/651-5114.

• CALIFORNIA MOTOCROSS - CMC, Trans-Cal MX Nationals - Rnd 3 South, Barona Oaks Raceway, Ramona. Info: 619/467-0474 .

• CALIFORNIA MOTOCROSS - AMP/Fox Racing/Clawson Motorsports, 1st Annual Octoberfest Fall Series - Rnd 1, Hollister Hills GP track, Hollister. Info: 408/238-8208, 415/587-8678 or 209/667-7109.

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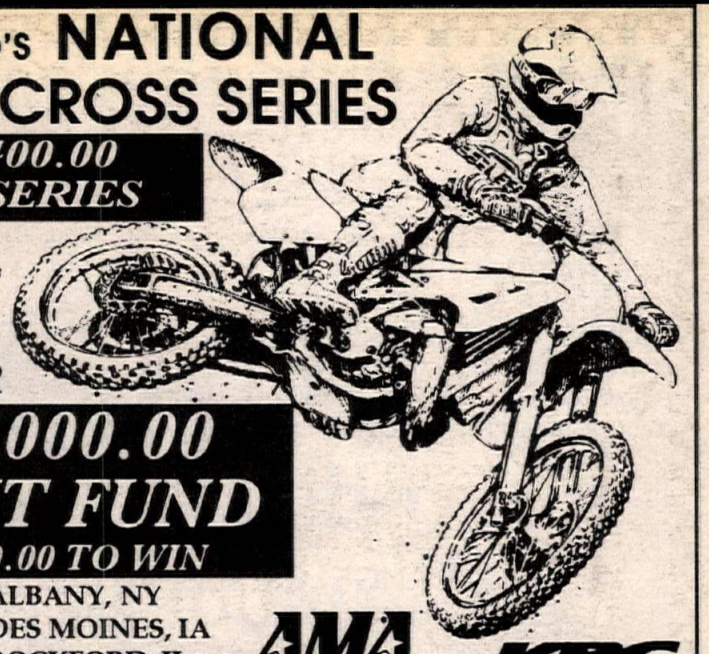
ANSWER

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$10,000.00 TO WIN
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NOV. 17-19 DES MOINES, IA
DEC. 1-3 ROCKFORD, IL
JAN. 5-7 FT. WORTH, TX
JAN. 12-14 OKLAHOMA CITY, OK
JAN. 19-21 NIAGARA FALLS, NY
JAN. 26-28 TOPEKA, KS
FEB. 2-4 WINSTON-SALEM, NC
FEB. 9-11 MILWAUKEE, WI
FEB. 16-18 CINCINNATI, OH
FEB. 23-25 NEW HAVEN, CT
MAR. 1-3 DENVER, CO
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Practice at.....9:00
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CRC California Race Schedule
100% PRO PAYBACK
Sun., Oct. 15 CRC GP - Sponsorship Series L.A.C.R.
"Gremlin G.P." (200% Pro Payback)
Sun., Oct. 22 GFI/CRC Winter Series L.A.C.R.
Sun., Oct. 29 CMC/CRC Trans Cal Series L.A.C.R.
Sun., Nov. 5 CRC MX - Sponsorship Series Edwards
(200% Pro Payback) A.F.B.
Wednesday Practice • 4 p.m.-9 p.m.
Saturday Practice • 9 a.m.-2 p.m. L.A.C.R.
(Starting October 7)
CRC Info (805) 272-8889

OVER the HILL GANG
Oct. 14-15 National Championship Series - Rnd. 4 has been *changed* from Sunrise Valley Raceway to Rainbow II in San Jacinto, CA
Oct. 28 Carlsbad Raceway
The Ultimate 30+ Vet MX Club Info: (310) 864-6875

SRA GP California Schedule
Members: Sunday, October 22; Sunday, November 26
Non Members: Carlsbad; Glen Helen
Info (714) 957-2985

GLEN HELEN
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EVENT CALENDAR
Motocross Practice Every Thursday 8:00AM to Dusk
Every Saturday 8:00AM to 2:00PM Except Race Days,
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Sat., Oct. 14 USA Sand Drags
Sun., Oct. 22 McKenzie's Off Road Short Course Finals
Sat., & Sun., Oct. 28/29 AMA Southern California State MX C'Ship
Sat., & Sun., Nov. 4/5 White Brothers World Vet Championship
Sat., Nov. 11 USA Sand Drags
Sat., Nov. 18 Dick Cepek Baja/Street - Legal Truck Drags #2
Sun., Nov. 19 CRC Gran Prix
Truck Drags? Yes, Street Legal 4 WD and 2 WD Track Drags
Coming November 18th!
Classes: Over/Under 3000CC, Modified/Stock
***Soda/Chevrolet Off Road Winter Series
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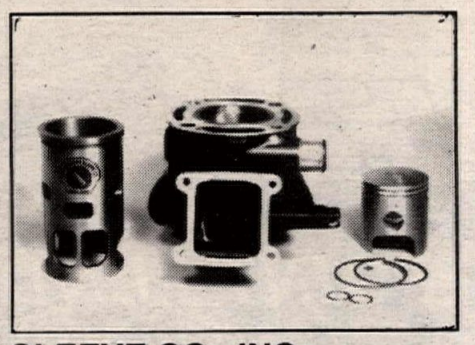

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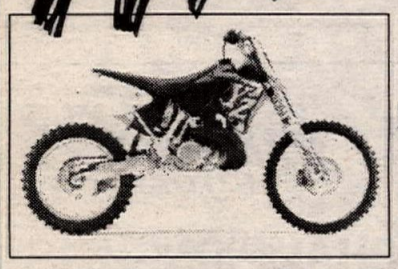

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One Day MX Training School included with Purchase!
Special Discounts on Bikes and Parts to All Racers!
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- Park visitor center with exhibits and replacement parts sales.
- Park facilities available for organized events and promoters.

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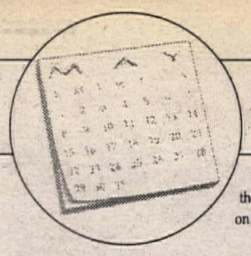
Sediment erosion control project is under construction; call ahead to check on temporary trail closures.



CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

• CALIFORNIA GRAND PRIX - CRC, Sponsorship Series/Gremlin G.P., L.A. County Raceway, Palmdale. Info: 805/272-8889.

• CALIFORNIA MOTOCROSS - Hanford MX Assoc., Hanford Fairgrounds, Hanford. Info: 209/585-0664.

• CALIFORNIA MOTOCROSS - SSC MX, Pit Pro Factory Sponsorship Series - Rnd 2, Hungry Valley MX, Hungry Valley. Info: 805/294-0020.

CALIFORNIA ENDURO - Training Wheels M.C., The 16th Annual Ghost Rider Enduro, Charlie's Place, Red Mountain. Info: 714/842-7990 or 619/271-1477.

• CALIFORNIA MOTOCROSS - Argyll Park Promotions, no cards required, Argyll Park, Dixon. Info: 916/678-3592.

• CONNECTICUT MOTOCROSS - New England Sports Committee, Central Village. Info: 413/772-0685.

• FLORIDA MOTOCROSS - Silver Cup Classic - Rnd 4, Crowder Pit MX, Tallahassee. Info: 904/562-8205.

• FLORIDA MOTOCROSS - Double A Promotions, Hilliard Motocross, Jacksonville. Info: 904/268-2376, 845-2076.

ILLINOIS ENDURO - AMA/Central IL Dirt Riders, National Championship Series, Canton. Info: 309/647-3009.

• INDIANA MOTOCROSS - AMA/Dist 15/Hoosier Hilltoppers M/C, Uniontown. Info: 812/522-1522. CANCELED

• KANSAS MOTOCROSS - Outlaw MX Series, Northeast Kansas Motocross, Westmoreland. Info: 913/456-2516.

• KANSAS HARE SCRAMBLES - K.O.R.R. Championships, 1-man 2-hour, Sprockets II River Track, Arkansas City. Info: 316/636-5113.

KENTUCKY HARE SCRAMBLE - AMA, Eagle Creek Park, Owenton. Info: 606/472-3442.

• LOUISIANA OVAL & TT OUTLAW - Swampland Raceway, Grand Prairie. Info: 318/363-3734.

• MARYLAND MOTOCROSS - AMA/Dist 7 & 13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.

MASSACHUSETTS HARE SCRAMBLES - NETRA, Championship Series, Clarkie's Mild Ride, Assonet. Info: 203/875-5757.

MASSACHUSETTS TURKEY RUN - NETRA, Tri State, Winchendon. Info: 203/875-5757.

MINNESOTA OBSERVED TRIALS - Upper Midwest Trials Association, Faribault. Info: 612/224-0222, 507/645-6065.

MISSOURI ENDURO - Black Jack Enduro Circuit/Show Me Trailriders, Mark Twain National Forest, Chadwick. Info: 417//741-6338.

• NEVADA MOTOCROSS - CMC/On Trac Events, 7th Annual Northern Nevada Dealer Challenge, Silverstate Motocross, Carson City. Info: 702/267-4392.

• NEW JERSEY MOTOCROSS - AMA/ Jay Irwin/Ken Landerman, Raceway Park MX, Englishtown. Info: 908/446-7800.

• NEW YORK MOTOCROSS - W.N.Y.S.C., WNY Challenge Series - Rnd 5, Hunt Moto Park, Hunt. Info: 315/597-1241, 716/476-2697.

NEW YORK OBSERVED TRIALS - AMA/D-4, Moreland. Info: 607/535-9321.

• NEW YORK MOTOCROSS - AMA, Broome-Tioga Sports Center, Binghamton. Info: 607/648-4997.

• NORTH CAROLINA MOTOCROSS - Dirt World Promotion/American Moto-x Circuit, 2nd Annual Dirt World Challenge, Montrose Moto-x Park, Raeford. Info: 919/554-4467.

OHIO MOTOCROSS - Midwest Racing Association, Delta Raceway, Delta. Info: 313/289-2100.

• OHIO MOTOCROSS - CRA, Malvern Motocross Park, Malvern. Info: 216/262-4945.

• OKLAHOMA MOTOCROSS - RBH Inc., warmup for Oklahoma State Championship, Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

• OKLAHOMA MOTOCROSS - Walnut Creek Motocross Park, Vet Appreciation Day/Bench Racing Nationals, Welch. Info: 918/233-7003.

• OREGON ROAD RACE - Oregon Motorcycle Road Racing Assn., Portland Int'l Raceway, Portland. Info: 503/221-1487.

PENNSYLVANIA HARE SCRAMBLE - AMA/Dist 6/Flying Dutchmen Motorcycle Club Inc., Pine Grove. Info: 717/345-6340.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow Motocross, Fredericksburg. Info: 717/273-1180 or 717/273-9212.

PENNSYLVANIA CROSS COUNTRY - AMA/Dist 5/Racer Productions, GNCC, High Point Raceway, Mt. Morris. Info: 304/594-1157.

PENNSYLVANIA SCRAMBLES - AMA/E. PA. Piston Poppers MC Inc, Parkesburg. Info: 610/269-3661.

• PENNSYLVANIA MOTOCROSS - Happy Ramblers Motorcycle Club, Hanover. Info: 717/633-7708.

• TENNESSEE MOTOCROSS - AMA/Christiana Raceway, Christiana Raceway, Christiana. Info: 615/896-3245.

• TENNESSEE ARENACROSS - KTMXA/Paris Dirttrackers Inc., 5th Annual Tenn. State Championship, Henry Co. Fairgrounds, Paris. Info: 901/642-0511.

• TENNESSEE HARE SCRAMBLES - Mid South Winter Series, Hohenwald. Info: 615/859-0873.

TEXAS MOTOCROSS - Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

TEXAS CROSS COUNTRY - Quitman Speedway, Quitman. Info: 903/967-2325.

TEXAS DIRT TRACK - Half Mile Dirt Track & Texas Gypsy Tour, Devil's Bowl Speedway, Dallas. Info: 214/216-5520.

TEXAS VINTAGE MOTOCROSS - AHRMA/Progressive Suspension, Fall Classis, Goodtimes MX Park, San Antonio. Info: 713/497-3366.

• TEXAS HALF MILE - Bob & Velma Bagweel/Vintage Dirt Track Racers Assoc., Devils Bowl Speedway, Mesquite. Info: 918/836-6999 or 903/984-3699.

• VIRGINIA MOTOCROSS - AMA/Birch Creek Motosports, VA State Championship Series, Birch Creek, Danville. Info: 804/836-3633

WISCONSIN TRIALS - Wisconsin Observed Trials Association Series, Baraboo. Info: 815/232-2731.

Mon, Oct 16

ILLINOIS SHOW - J&P Promotions, 16th Annual M/C Parts Extravaganza, Will County Fairgrounds, Peotone. Info: 319/462-6011.

Wed, Oct 18

CALIFORNIA DRAG RACE - NHRA, Street Machine Drags, Sacramento Raceway, Sacramento. Info: 916/363-2653.

MICHIGAN MOTOCROSS - Midwest Racing Association, Milan Cycle City, Milan. Info: 313/289-2100.

Oct 19-22

CALIFORNIA OFF ROAD - Dick Allen's Yam/Hon/Kaw/KTM/ATK, Sierra Safari, Mammoth, CA to Hawthorn, NV, Mammoth Lakes. Info: 805/259-8460.

Fri, Oct 20

CALIFORNIA MOTOCROSS - CMC, Carmichael Honda Series, Sacramento Raceway, Sacramento. Info: 916/ 363-2653.

• DELAWARE SHORT TRACK - Delaware Motorsports Inc., Delaware Short Track Championship Series, Seaford Speedway, Seaford. Info: 302/422-6066.

GEORGIA MOTOCROSS - Thunder Creek MX, High Falls. Info: 912/994-6630.

TEXAS MOTOCROSS - Terry D. Cordray, Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

Oct 21-22

ARIZONA DUAL SPORT - AMA/Arizona Trail Riders, Grand Canyon. Info: 602/996-3801.

• ARIZONA MOTOCROSS - CMC, Copper State Classic - Rnd 4, Ocotillo, Eloy. Info: 602/849-1572.

• CALIFORNIA TT SCRAMBLES - AMA/Lodi M.C., Lodi. Info: 209/544-1027.

CALIFORNIA TRIALS, SHOW & MOTOCROSS - AMA/AHRMA/Santa Clara Riders Unlimited MC, Upper Ranch, Hollister Hills. Info: 408/264-6610.

IOWA OBSERVED TRIALS - AITRA, Decatur. Info: 319/277-6179.

OKLAHOMA TRIALS - United States Central Regional Trials Championship, Octobertest, Tulsa. Info: 918/341-4471.

TENNESSEE OBSERVED TRIALS - Southeastern Trials Riders Assn., Jasper. Info: 205/880-9561.

• TENNESSEE MOTOCROSS - AMA/Victory Sports, Mega Series/Honda Top Gun Showdown, Muddy Creek Raceway, Blountville. Info: 615/323-5497.

WEST VIRGINIA DUAL SPORT - AMA/Racer Productions, Elizabeth. Info: 304/594-1157.

Sat, Oct 21

ALABAMA MOTOCROSS - Alabama Motocross Racers Assoc., Ironman Motocross Park, Warrior. Info: 205/663-0963.

• CALIFORNIA MOTOCROSS - Rojo Productions, Saturday Night Racing Series, Starwest Supercross Park, Moreno Valley. Info: 909/657-8845 or 909/943-4535.

CALIFORNIA OFF ROAD - San Diego County Sports Committee Inc/FRT, The Budweiser/Bud Light/Bud Dry Superstition Championship Series - Rnd 4/The Superstition 250 XI, Superstition BLM open area, El Centro. Info: 619/427-5759.

CALIFORNIA OBSERVED TRIALS - AMA/AHRMA, Hollister Hills SVRA, Hollister Hills. Info: 916/967-0262.

CALIFORNIA MOTOCROSS - CMC, Trans-Cal MX Series - North, Cycleland Speedway, Chico. Info: 619/246-7262.

• CALIFORNIA SPEEDWAY - WSRA/World Speedway Racing Assoc., ice race, San Diego Sports Arena, San Diego. Info: 970/262-9067.

• FLORIDA MOTOCROSS - West Florida Motocross Park, Milton. Info: 904/623-6038.

• FLORIDA MOTOCROSS - Pepsi Air Dania Motocross Park, Dania-Ft. Lauderdale. Info: 305/321-9422.

• IOWA FLAT TRACK - Winter Dome Racing, Iowa State Fair, Pioneer Racing Pavilion, Des Moines. Info: 515/289-2140.

• KENTUCKY DIRT TRACK - Paducah Dirt Riders, 1/4 mile, Paducah. Info: 502/444-6438.

OHIO MOTOCROSS - AMA/Dist 11/Dirt Country, Blanchester. Info: 513/791-8970.

• OHIO MOTOCROSS - AMA/American Motosports Inc., American Motosports Motocross, McArthur. Info: 614/596-2057.

• SOUTH CAROLINA MOTOCROSS - Kilgore Moto-Sports, I-95 Motocross, Hardeeville. Info: 803/784-2408.

Sun, Oct 22

• CALIFORNIA MOTOCROSS - CMMC, Barona Oaks Raceway, Ramona. Info: 619/467-0474.

CALIFORNIA HARE & HOUND - AMA/One Hundreds M/C, Johnson Valley. Info: 909/985-2242.

CALIFORNIA GRAND PRIX - SRA, Carlsbad Raceway, Carlsbad. Info: 714/957-2985.

• CALIFORNIA MOTOCROSS - GFI Racing, Fall Series - Rnd 4, L.A. County Raceway, Palmdale. Info: 909/684-6996.

• CALIFORNIA MOTOCROSS - CRC/GFI, L.A. County Raceway, Palmdale. Info: 805/272-8889.

• CALIFORNIA MOTOCROSS - Rhino Racing, Pozo. Info: 805/489-0694.

CALIFORNIA HARE & HOUND - 100s MC/D-37, 28th Annual Johnson Valley Championship, Soggy Dry Lake, Lucerne Valley. Info: 909/982-6136.

• CALIFORNIA MOTOCROSS - SSC MX, Pit Pro Factory Sponsorship Series - Rnd 3, Hungry Valley MX, Hungry Valley. Info: 805/294-0020.

• CALIFORNIA MOTOCROSS - AMP/Fox Racing/Clawson Motorsports, 1st Annual Octoberfest Fall Series - Rnd 2, The Oatfield, Turlock. Info: 408/238-8208, 209/667-7109.

CALIFORNIA ENDURO - Oakland Motorcycle Club, 25th Annual Jackhammer Enduro, Fouts Springs. Info: 707/253-7585.

CONNECTICUT ENDURO - NETRA, Championship Series, Cockaponset, Chester. Info: 203/875-5757.

• GEORGIA SHORT TRACK - AMA/Weaver Mechanicals, Georgia Karting Komplex, Carnesville. Info: 404/962-7888.

• GEORGIA MOTOCROSS - Silver Cup Classic - Rnd 5, Hog Pen MX, Cairo. Info: 912/377-3109.

ILLINOIS VINTAGE MOTOCROSS - AHRMA Midwest Regional Series/Lincoln Trail Motorsports, Casey. Info: 414/684-4331.

INDIANA HARE SCRAMBLES - AMA/IN/IL/KY Enduro Assoc., Black Coal National, National Championship Series, Lynnville. Info: 812/423-2710.

• KANSAS HARE SCRAMBLES - AMA, Kansas State Forward Motion Hare Scrambles Championship, Northeast Kansas Motocross Track, Westmoreland. Info: 913/836-9171.

MARYLAND HARE SCRAMBLE - AMA/Dist 7/Antietam M.C., Hagerstown. Info: 301/797-8686.

• MASSACHUSETTS MOTOCROSS - New England Sports Committee, Southwick. Info: 413/772-0685.

• NEBRASKA MOTOCROSS - Outlaw MX Series, White Sands Raceway, Ashland. Info: 913/456-2516.

• NEW YORK MOTOCROSS - W.N.Y.S.C./Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-5466.

NEW YORK MOTOCROSS - AMA/Ace Motocross, 1995 Championship Point Series, Ace Motocross, Modena. Info: 914/463-2093.

NORTH CAROLINA HARE SCRAMBLE - Mid East Hare Scramble Series, Stateline Hare Scramble, Grover. Info: 704/484-9000 or 704/937-9177.

• NORTH CAROLINA MOTOCROSS - N.A.M.E., Fall Series, Rolling Hills Cycle Park, Reidsville. Info: 910/342-4492.

OHIO MOTOCROSS - Midwest Racing Association/Sandusky Valley Riders, Last Points Race of 1995, Tiffin. Info: 419/447-3054.

OHIO HARE SCRAMBLE - CRA/Proffer Promotions, Blackcoal Series - Rnd 6, Big Valley Raceway, East Palestine. Info: 216/538-2220.

• OHIO MOTOCROSS - CRA, Malvern Motocross Park, Malvern. Info: 216/262-4945.

• OHIO MOTOCROSS - Sandusky Valley Riders M.C., Tiffin. Info: 419/447-3054.

• OKLAHOMA MOTOCROSS - RBH Inc., Oklahoma State Championship, Motorcycle Raceway, Oklahoma City. Info: 405/751-6616 or 405/355-1106.

OKLAHOMA CROSS COUNTRY - OCCRA, Stillwater. Info: 405/672-1423.

PENNSYLVANIA HARE SCRAMBLE - AMA/Dist 6/Flying Dutchmen Motorcycle Club Inc., District 6 Championship, Pine Grove. Info: 717/345-6340.

PENNSYLVANIA MOTOCROSS - AMA/Dist 5/Racer Productions, PA State Championship, Brownsville - Luzerne Park, Brownsville. Info: 304/594-1157.

• TENNESSEE MOTOCROSS - AMA/Christiana Raceway, Christiana Raceway, Christiana. Info: 615/896-3245.

• TEXAS MOTOCROSS - Texas State Championship Series - Rnd 4, Swan Cycle Park, Tyler. Info: 903/882-4215.

WASHINGTON ROAD RACE - WMRRA, Seattle International Raceways, Kent. Info: 206/972-4499.

• WASHINGTON MOTOCROSS - CMC/Squisher Racing, Horn Rapids ORV, Richland. Info: 509/837-3595.

Wed, Oct 25

CALIFORNIA DRAG RACE - NHRA, Street Machine Drags, Sacramento Raceway, Sacramento. Info: 916/363-2653.

MICHIGAN MOTOCROSS - Midwest Racing Association, Milan Cycle City, Milan. Info: 313/289-2100.

Oct 27-29

MISSOURI MOTOCROSS - AMA/NMA/GNC, 1st Annual Branson USA Motocross Championships, Branson MX Park, Branson. Info: 909/657-6782.

Fri, Oct 27

• DELAWARE SHORT TRACK - Delaware Motorsports Inc., Delaware Short Track Championship Series, Seaford Speedway, Seaford. Info: 302/422-6066.

GEORGIA MOTOCROSS - Thunder Creek MX, High Falls. Info: 912/994-6630.

TEXAS MOTOCROSS - Terry D. Cordray, Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

Oct 28-29

• CALIFORNIA MOTOCROSS - U.S. Womens Motocross Team, Womens Westcoast National MX Championships, Glen Helen Raceway, San Bernardino. Info: 714/754-7305.

CALIFORNIA HILLCLIMB - Southern Wyoming Dirt Riders Assoc., Tracy. Info: 307/786-2348.

CALIFORNIA DRAG RACE - NHRA/Allen Mahon, Calif. Fun Bike Drag, Sacramento Raceway, Sacramento. Info: 916/921-9703.

CALIFORNIA DUAL SPORT - AMA/D-36/Moto-Sports, Mendolino Forest, Upper Lake. Info: 415/588-2055.

CALIFORNIA GRAND PRIX - 22nd Annual Viewfinders Grand Prix, Bash on the Beach, Castai Lake. Info: 714/751-9238.

KANSAS MOTOCROSS - KMSA, Fall Bash/GNC qualifier, Sports Complex, Great Bend. Info: 913/842-8272, 316/792-7513.

• KENTUCKY MOTOCROSS - AMA/Yeiser Enterprises, Bluegrass Motocross/Daniel Boone Motocross, Winchester/London. Info: 606/744-6916.

• NEVADA MOTOCROSS - Northern Nevada Cycle Assn. Inc/Terry & Linda Summers, Gold Rush Moto Park, Carlin. Info: 702/754-6248.

• OHIO MOTOCROSS - AMA/Dynamic Promotions, KX Bucks, Hidden Hills Raceway, Athens. InfoL: 614/593-6704.

OREGON CROSS COUNTRY - AMA/Lobos Motorcycle Club, Bear Butte Ironman/team race, Bend. Info: 503/630-3627 or 760-9646.

• TEXAS MOTOCROSS - Texas State Championship Series Final - Pro Invitational, Swan Cycle Park, Tyler. Info: 903/882-4215.

Sat, Oct 28

• CALIFORNIA MOTOCROSS - Rojo Productions, Saturday Night Racing Series, Starwest Supercross Park, Moreno Valley. Info: 909/657-8845 or 909/943-4535.

• CALIFORNIA TT SCRAMBLES - AMA/Lodi M.C., Lodi. Info: 209/544-1027.

• CALIFORNIA SHORT TRACK - CMC, Sunrise Valley Raceway, Adelanto. Info: 619/246-7262.

CALIFORNIA FLAT TRACK - Barona Speedway, Ramona. Info: 619/464-1104.

• CALIFORNIA MOTOCROSS - U.S. Womens Motocross Team, Womens West coast MX National, Glen Helen Raceway, San Bernardino. Info: 714/837-3374.

• FLORIDA MOTOCROSS - Pepsi Air Dania Motocross Park, Dania-Ft. Lauderdale. Info: 305/321-9422.

INDIANA CROSS COUNTRY - AMA/Dist 5/Racer Productions, GNCC, Ironman, Crawfordsville. Info: 304/594-1157.

• IOWA FLAT TRACK - Winter Dome Racing, Iowa State Fair, Pioneer Racing Pavilion, Des Moines. Info: 515/289-2140.

LOUISIANA SHORT TRACK - Motorsports of America, indoor, Hirsch Memorial Coliseum, Louisiana State Fairgrounds, Shreveport. Info: 800/544-8714.

NORTH CAROLINA MOTOCROSS - 226 MX, Marion. Info: 704/652-3758.

OHIO MOTOCROSS - AMA/Dist 11/Dirt Country, Blanchester. Info: 513/791-8970.

• OHIO MOTOCROSS - CRA, Malvern Motocross Park, Malvern. Info: 216/262-4945.

Oct 29-30

MICHIGAN MOTOCROSS - Baja Acres, Millington. Info: 517/871-3356.

Sun, Oct 29

• CALIFORNIA MOTOCROSS - CMC, Trans-Cal MX Nationals - Rnd 4 South, L.A. County Raceway, Palmdale. Info: 805/272-8889.

• CALIFORNIA MOTOCROSS - AMP/Fox Racing/Clawson Motorsports, 1st Annual Octoberfest Fall Series - Rnd 3, Hollister Hills GP track, Hollister. Info: 408/238-8208, 209/667-7109 or 415/587-8678.

• CALIFORNIA MOTOCROSS - CRC/CMC, L.A. County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA ENDURO - AMA/Dist 36/Polka Dots M.C., Elkins Flat, Grizzly Flat. Info: 916/488-0735.

CALIFORNIA DUAL SPORT RIDE - Chaparrals M.C., Neeley's Corner, Fontana. Info: 714/528-3007.

CONNECTICUT TURKEY RUN - NETRA, Pachaug Rock Ride, Central Village. Info: 203/875-5757.

DELAWARE ENDURO - AMA/Delaware Enduro Riders, National Championship Series, Delaware City. Info: 302/834-4411.

• KANSAS MOTOCROSS - K.O.R.R. Championships, Fall Championships, Green Acres, Marion. Info: 316/636-5113.

• KENTUCKY MOTOCROSS - AMA, Daniel Boone Motocross Park, London. Info: 606/877-1364.

KENTUCKY HARE SCRAMBLE - Eagle Creek Park, Owenton. Info: 606/472-3442.

• MASSACHUSETTS MOTOCROSS - New England Sports Committee, Middleboro. Info: 413/772-0685.

• MISSOURI MOTOCROSS - Outlaw MX Series, Agency Motocross, Agency. Info: 913/456-2516.

MISSOURI HARE SCRAMBLES - Plattin Creek, Festus. Info: 314/392-2475.

• NEVADA MOTOCROSS - CMC/On Trac Events, 7th Annual Northern Nevada Dealer Challenge, Fernley International Raceway, Fernley. Info: 702/267-4392.

NEVADA GRAN PRIX - Motorcycle Racing Association of Nevada/ Jackrabbits M/X, Beatty. Info: 702/399-7352.

NEW HAMPSHIRE HARE SCRAMBLES - NETRA, Championship Series, Granite State, Temple. Info: 203/875-5757.

• OKLAHOMA MOTOCROSS - RBH Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

OKLAHOMA ENDURO - Black Jack Enduro Circuit/Tulsa Trailriders, John Zink Ranch, Tulsa. Info: 417//741-6338.

PENNSYLVANIA MOTOCROSS - Happy Ramblers Motorcycle Club, Dist. 7 youth points, Hanover. Info: 717/633-7708.

• WASHINGTON MOTOCROSS - CMC/Squisher Racing, Horn Rapids ORV, Richland. Info: 509/837-3595.

Wed, Nov 1

CALIFORNIA DRAG RACE - NHRA, Street Machine Drags, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Fri, Nov 3

TEXAS MOTOCROSS - Terry D. Cordray, Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

Nov 3-5

• NEW YORK ARENACROSS - AMA/Mike Kidd Promotions, National Series, Knickerbocker Arena, Albany. Info: 817/626-7297.

Nov 4-5

GEORGIA MOTOCROSS - AMA/Road Atlanta, Road Atlanta MX, Braselton. Info: 404/967-6143.

KANSAS TRIALS - United States Central Regional Trials Championship, Flinthills Two Day, Wichita. Info: 316/746-3216.

NEVADA MOTOCROSS - Northern Nevada Cycle Assn. Inc./Terry & Linda Summers, Gold Rush Moto Park, Carlin. Info: 702/754-6248.

Sat, Nov 4

• CALIFORNIA MOTOCROSS - Rojo Productions, Saturday Night Racing Series, Starwest Supercross Park, Moreno Valley. Info: 909/657-8845 or 909/943-4535.

• FLORIDA MOTOCROSS - Pepsi Air Dania Motocross Park, Dania-Ft. Lauderdale. Info: 305/321-9422.

• IOWA FLAT TRACK - Winter Dome Racing, Iowa State Fair, Pioneer Racing Pavilion, Des Moines. Info: 515/289-2140.

• MEXICO GRAN PRIX - Baja Promotions/BP Racing, The Baja Malibu G.P. II, Rosarito Beach, Baja California. Info: 818/992-6355 or 818/340-5750.

Sun, Nov 5

• ARIZONA OFF ROAD - Whiplash Motorsports, Mammoth Gran Prix, Mammoth. Info: 602/971-3730.

ARKANSAS HARE SCRAMBLES - Championship Series, Bee Branch. Info: 501/890-6346.

• CALIFORNIA MOTOCROSS - CMMC, Barona Oaks Raceway, Ramona. Info: 619/467-0474.

• CALIFORNIA MOTOCROSS - GFI Racing, Fall Series - Final Rnd, Perris Raceway, Perris. Info: 909/684-6996.

• CALIFORNIA MOTOCROSS - CRC, Sponsorship Series, Edwards AFB, Edwards. Info: 805/272-8889.

• CALIFORNIA MOTOCROSS - AMP/Fox Racing/Clawson Motorsports, 1st Annual Octoberfest Fall Series - Rnd 4, Club Moto, Livermore. Info: 408/238-8208, 209/667-7109.

CONNECTICUT ENDURO - NETRA, Championship Series, Black & Blue, Stafford. Info: 203/875-5757.

• GEORGIA SHORT TRACK - AMA/Weaver Mechanicals, Georgia Karting Komplex, Carnesville. Info: 404/962-7888.

• GEORGIA MOTOCROSS - Dixie M/C Sports, Georgia Fall Series, Hillbilly Hills, Roberta. Info: 912/788-0413.

ILLINOIS SHOW - J&P Promotions, Motorcycle Parts Extravaganza, International Amphitheatre, Chicago. Info: 319/462-6011.

IOWA OBSERVED TRIALS - AITRA, Newton. Info: 319/277-6179.

• KANSAS HARE SCRAMBLES - K.O.R.R. Championships, 2-man 3-hour, Rockin Bar Ranch, Newton. Info: 316/636-5113.

• KENTUCKY HARE SCRAMBLES - Mid South Winter Hare Scrambles Series, Greenville. Info: 615/859-0873.

• LOUISIANA OVAL & TT OUTLAW - Swampland Raceway, Grand Prairie. Info: 318/363-3734.

• MARYLAND MOTOCROSS - AMA/Dist 7 &13, Budds Creek MX Park, BUdds Creek. Info: 301/475-2000.

• MASSACHUSETTS MOTOCROSS - New England Sports Committee, Middleboro. Info: 413/772-0685.

• NEBRASKA MOTOCROSS - Outlaw MX Series, White Sands Raceway, Ashland. Info: 913/456-2516.

NEVADA HARE SCRAMBLE - S.N.A.R.E., Henderson. Info: 702/452-8157.

• NORTH CAROLINA MOTOCROSS - N.A.M.E., Fall Series, Rolling Hills Cycle Park, Reidsville. Info: 910/342-4492.

• NORTH CAROLINA MOTOCROSS - Dirt World Promotion/American Moto-x Circuit, 2nd Annual Dirt World Challenge, Montrose Moto-x Park, Raeford. Info: 919/554-4467.

• OKLAHOMA MOTOCROSS - RBH Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

PENNSYLVANIA HARE SCRAMBLE - AMA/Dist 6/Flying Dutchmen Motorcycle Club Inc., PIne Grove. Info: 717/345-6340.

• TENNESSEE MOTOCROSS - AMA/Christiana Raceway, Christiana Raceway, Christiana. Info: 615/896-3245.

TENNESSEE MOTOCROSS - KTMXA, T-N-T MX Park, Milan. Info: 901/987-3029.

TEXAS VINTAGE MOTOCROSS - AHRMA/Progressive Suspension, Fall Classis, Lake Whitney Cycle Ranch, Whitney. Info: 713/497-3366.

WASHINGTON HARE SCRAMBLES - AMA/Team Crutch, National Championship Series, Kent. Info: 206/794-4358.

• WASHINGTON MOTOCROSS - CMC/Squisher Racing, Horn Rapids ORV, Richland. Info: 509/837-3595.

WASHINGTON HARE SCRAMBLES - AMA/Team Crutch, National Hare Scrambles/"Nasty Wench", Seattle International Raceway, Kent. Info: 206/861-5410.

Wed, Nov 8

CALIFORNIA DRAG RACE - NHRA, Street Machine Drags, Sacramento Raceway, Sacramento. Info: 916/363-2653.

Nov 9-12

FLORIDA DRAG RACE - AMA/Prostar Motorcycle Drag Racing, World Finals, Gainesville Raceway, Gainesville. Info: 205/852-1101.

Nov 10-11

CALIFORNIA DUAL SPORT - AMA/D-37, Los Angeles to Las Vegas. Info: 818/249-2141.

Fri, Nov 10

TEXAS MOTOCROSS - Terry D. Cordray, Mosier Valley Motocross Park, Euless. Info: 817/540-0815.

Nov 11-12

• FLORIDA MOTOCROSS - South Eastern Regional Championship, Motocross of Marion County, Reddick. Info: 904/591-2050.

Sat, Nov 11

• CALIFORNIA MOTOCROSS - Rojo Productions, Saturday Night Racing Series, Starwest Supercross Park, Moreno Valley. Info: 909/657-8845 or 909/943-4535.

CALIFORNIA FLAT TRACK - Barona Speedway, Ramona. Info: 619/464-1104.

• IOWA FLAT TRACK - Winter Dome Racing, Iowa State Fair, Pioneer Racing Pavilion, Des Moines. Info: 515/289-2140.

NEW YORK MOTOCROSS - Long Island Sports Committee, Bridgehampton Motorsports Park, Bridgehampton. Info: 516/924-2399.

Sun, Nov 12

ARIZONA TRIALS - AMA/Central Arizonas Trials Inc., Florence. Info: 602) 582-2294.

• CALIFORNIA MOTOCROSS - CRC, L.A. County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA ROUGH SCRAMBLES - AMA/Lodi M.C., Lodi. Info: 209/544-1027.

CALIFORNIA MOTOCROSS - CMA, Fall Series, Riverfront Park, Marysville. Info: 916/695-2727.

CONNECTICUT HARE SCRAMBLES - NETRA, Championship Series, Windswept Acres, Barkhamsted. Info: 203/875-5757.

• FLORIDA MOTOCROSS - Silver Cup Classic - Rnd 6, Wausau MX Park, Wausau. Info: 904/638-1012.

INDIANA HARE SCRAMBLES - AMA/Dist 15/Stoney Lonesome M/C, team race, Columbus. Info: 8112/342-4411.

• KANSAS HARE SCRAMBLES - K.O.R.R. Championships, 1-man 2-hour, Silver City, Sterling. Info: 316/636-5113.

• KANSAS HARE SCRAMBLES - AMA, Kansas State Forward Motion Hare Scrambles C'ship, Santa Fe Trail Cycle Park, Carbondale. Info: 913/836-9171.

KENTUCKY HARE SCRAMBLE - Eagle Creek Park, Owenton. Info: 606/472-3442.

• MARYLAND MOTOCROSS - AMA/Dist 7 &13, Budds Creek MX Park, BUdds Creek. Info: 301/475-2000.

OHIO HARE SCRAMBLE - Sunset Ramblers, Galion. Info: 419/562-6931.

• OKLAHOMA MOTOCROSS - RBH Inc., Motorcycle Raceway, Oklahoma City. Info: 405/751-6616.

• OKLAHOMA MOTOCROSS - Walnut Creek Motocross Park, Kodak Photographic Prod. Day, Welch. Info: 918/233-7003.

OKLAHOMA CROSS COUNTRY - OCCRA, Hallett. Info: 405/672-1423.

PENNSYLVANIA HARE SCRAMBLE - AMA/Dist 6/Flying Dutchmen Motorcycle Club Inc., Pine Grove. Info: 717/345-6340.

• PENNSYLVANIA MOTOCROSS - AMA/Dist 5/Pleasure Valley Raceway, Armaugh. Info: 814/536-4739.

TEXAS CROSS COUNTRY - BROS/Quitman Speedway, vintage only, Quitman Speedway, Quitman. Info: 817/484-1321 or 903/967-2325.

WISCONSIN SHOW - J&P Promotions, 11th Annual M/C Parts Extravaganza, Wisconsin State Fair Park, Trademart Exhibit Hall, Milwaukee. Info: 319/462-6011.

Wed, Nov 15

CALIFORNIA DRAG RACE - NHRA, Street Machine Drags, Sacramento Raceway, Sacramento. Info: 916/363-2653.

• NORTH CAROLINA MOTOCROSS - Dirt World Promotion/American Moto-x Circuit, 2nd Annual Dirt World Challenge, Montrose Moto-x Park, Raeford. Info: 919/554-4467.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone Number (with area code): ( ) _____

Your name: _____

HELP WANTED

Mechanic Wanted
$40,000 a year. *★ Expert with all Japanese makes. *★ Excellent track record and work history. Contact Mike or Vic (714) 646-2428, fax (714) 645-3251. All inquiries confidential. CA. (221-TFN)

Parts Person Wanted
Growing multi line dealership in Central Oregon looking for experienced parts person. Call Jack at (503) 389-0088 or fax resume (503) 389-3981. OR. (338-41)

Technician/Service Manager
Need experienced motorcycle/snowmobile technicians and acting service manager. Suzuki, Kawasaki, Polaris dealership in the Rocky Mountains. Fun place, friendly atmosphere. Mature individual with positive attitude. References required. Salary based on experience. Helena Cycle. Contact Glenn; (406) 443-4631. MT. (338-41)

A MECHANIC AT LEAST 3 years experience on the job full time. We appreciate mature knowledgeable motorcyclists. $10 per hour + 15% commission. Insurance, vacation. Harley, BMW, U.S. 41, Green Bay. (800) 236-1729. WI. (223-TFN)

Technician Wanted
Orange County California motorcycle and watercraft dealership has opening for experienced mechanic. Permanent position with benefits. Contact Don or Steve. (714) 532-0133. CA. (240-43)

Colorado - Service Manager
Denver area Honda-Sea-Doo dealership looking for qualified service manager and writer. Contact Dave. W (303) 232-7576 or fax resume to (303) 238-6818. CO. (240-43)

Experienced Mechanic
Sunny Las Vegas dealership needs technician with at least 3 years experience with Kawasaki motorcycles, Jet Ski watercraft & utility vehicles. Experience with small engines and hydraulics a plus. Send resume, with references. Kawasaki of Las Vegas, 3800 N. Rancho Drive, Las Vegas, NV 89130. (702) 656-1955. NV. (240-41)

Service Tech./Parts Person
Large southern California multi-line dealership looking for Technician with 2-5 years experience and a Parts person with 1-2 years. Pay commensurates with experience. Contact Steve M-F 9a.m. to 5p.m. (310) 534-2311. CA. (240-41)

Mechanics Wanted
At least 3 years motorcycle experience. 2 cycle, 4 cycle and watercraft experience helpful. Good salary or commission for experienced person. Dealership experience preferred. Houston area. (713) 472-3694. TX. (340-41)

Asst. Sales Manager
Oregon Honda/Sea-Doo/Ski-Doo dealer needs exp. Sales person. Lots of business, growth opportunity, benefits. Fun place to work, great riding and outdoor recreation area. Bob Reinen, Cycle Sports - Eugene, (503) 302-9000. OR. (241)

Service Representative American Suzuki
We're seeking a self motivated individual to fill a Service Representative position covering the states of TX, OK. AL, MS, AR, KS. Position requires extensive overnight field travel, assisting our dealers with their service needs. To qualify, you must have effective communication skills; like to help people, and have a proven techncial background in motorcycle/ATV acquired through several years of hands-on experience; service management experience a distinctive advantage. Suzuki product knowledge is preferred but not required. We offer an attractive starting salary, company van, expense account, thorough training progam and other excellent benefits. Resumes should include a personally hand written cover letter. Please reply to: American Suzuki Motor Corporation, Human Resources, Code JK, 3251 E. Imperial Hwy., Brea, CA 92621. EEO. CA. (241)

Market Research Analyst
Honda R&D North America, Inc., located in Torrance, is currently seeking a Market Research Analyst who is uniquely qualified to work in our Motorcycle Division. The ideal candidate will posses both a background in market research and knowledge of motorcycles. In this position, you will be responsible for various projects. This includes coordinating customer/dealer research, as well as interfacing with vendors. You will also participate in product planning which will involve analysis of primary and secondary data, sales information and the competitive market. We require a Bachelor's degree, preferably with a background in questionnaire design, data analysis and project support. In addition, as a motorcyclist, you should have an understanding of Honda and competitor products. Strong communication skills and PC proficiency using Windows also required. The ability to travel is also necessary. Our company offers a competitive compensation and benefits package in a dynamic work environment with career growth potential. For consideration, please send your resume to: Honda R&D North America, Inc., Human Resources Dept., 1900 Harpers Way, Torrance, CA 90501. Equal Opportunity Employer. CA. (241)

Honda Sea-Doo Tech
Oregon Honda/Sea-Doo/Ski-Doo dealer needs exp. technician. Year round work, growth opportunity, benefits. Fun place to work, great riding and outdoor recreation area. Bob Reinen, Cycle Sports - Eugene, (503) 302-9000. OR. (241)

Motorcycle Service Technician
Due to an expansion in our Service Department, Shenandoah Honda, Winchester's new Honda motorcycle dealer has an immediate opening for an experienced motorcycle service techician. Pay based on experience. Paid health benefits. Send resume or apply in person at: Shenandoah Honda, 1603 Berryville Pike, WInchester, Va 22603, (540) 678-8500, fax (540) 678-0874. VA. (341)

Experienced Technician(s) Wanted
Established South Carolina Kaw/Suz/KTM dealership has immediate positions available. Good working environment and climate. Benefits include paid holidays, vacation, insurance and uniforms. Salary based on experience. Call Joey or Marsha @ Aiken Motorcycle Sales, 2129 Whiskey Rd., Aiken, SC 29803. (803) 649-2872, 9-6 M-F, 9-5 Sat.SC. (341-44)

Service Manager
Experienced service manager wanted for multi-line dealership, including Harley Davidson and Kawasaki. Customer service and organizational skills a must. Relocate to paradise and make your mark. Call Steve (808) 836-1144. HI. (341-44)

Service Advisor
Experienced service advisor needed for established mutli-line dealer. Strong product knowledge and customer service skills necessary. Call Brian (808) 833-4507. HI. (341-44)

Crusty Demons of Dirt Reps
Wanted. Must have fax. (310) 581-9618. CA. (141-42)

★★★★★Service Manager★★★★★
Multi-line dealer in Orange County, Ca. Control and responsibility for operation of Service Department. Contact John at (714) 258-3311. CA. (241-42)

Help Wanted Engine Builders
Honda Performance Development, Inc., a subsidiary of American Honda Motor Co., Inc., and an IndyCar engine supplier, is currently seeking several highly motivated and skilled Engine Builders. Major Responsibilities include: engine rebuilding, inspection, measurement and fitting, tracking of engine life history records, maintenance summary reporting. Qualified candidates will possess the following qualifications: minimum of a high school diploma, 1-3 years race engine building experience with a professional race team, strong technical skills relating to race tuning specifications, knowledge of internal combustion engines. Honda Performance Development, Inc. offers competitive salaries and a comprehensive benefits package. For consideration, send your resume and salary history to: Honda Performance Development, Inc., 24900 Avenue Stanford, Santa Clarita, CA 91355, Attn: Employment Department. CA. (341-43)

PRO CIRCUIT RACING is looking for person to do shipping/receiving. Must have computer experience. Fax resume, Attn: Human Resources (714) 993-0344 or apply in person 4214 E. LaPalma Ave., Anaheim, CA 92807. CA. (241-42)

Lead Counter Person - Oregon
Large, dynamic, Kawasaki, Yamaha, Sea-Doo dealership searching for motivated personable self-starter. Looking for career oriented professional to join our staff. Pay commensurates with experience. Cycle Sports of Salem. Dennis (503) 390-9000. OR. (241)

Accessories Manager, Oregon
Dealership needs career minded manager for our large dynamic accessories department. Proven sales ability and merchandising skills a plus. Pay commensurates with experience. Send resume to Cycle Sports, 5103 Portland Rd., Salem, OR 97303. Or call Dennis (503) 390-9000 between 10 a.m. and 12 noon Pacific time. OR. (241)

Exp. Technician Wanted
Honda, Sea-Doo, Ducati tech. high volume, good commissions. Health and dental benefits. Fax resume now to (805) 526-4574, Jim at Simi Valley Honda Sea-Doo ATK. (805) 526-4122. CA. (241)

Product Research Assistant
Yoshimura R & D of America is now excepting resumes for the position of Product Research Assistant. Prospective candidate should exemplify the following expeirence or schooling. A.S. degree or equivalent, concept to Production skills, AutoCad/CNC, and motorcycle enthusiasm is a must. Fax resume to (909) 591-2198, Attention Robert. No phone calls please. Yoshimura R&D, 4555 Carter Court, Chino, CA 91710. CA. (241-43)

POSITION WANTED

Prototype Department
Looking for experienced fixture and jig builder, if interested please contact David Fernandez at Markland Inc. (714) 453-0531, ext 120. Irvine, Cal. CA. (340-41)

BUSINESS OPPORTUNITIES

FRANCHISED OFF-ROAD shop KTM Husaberg Husky. High visability location. Est. 25 yrs. Lease available below market. Fax (818) 813-9170. CA. (139-41)

Business For Sale
Ceramic composite cylinder plating service business. Includes shop equipment, office equipment, formula for processes, small inventory. Serious inquiries by fax only. Fax (619) 560-7036. CA. (228-TFN)

COLLECTORS

Wanted 1973-1975 Kawasaki Z1 900
Please call. 1(800) 833-3778. CA. (202-TFN/C)

Bultaco Parts
Books and T-shirts. Lynn Mobley, Mon-Sat. (702) 267-2103. NV. (337-42/C)

VINTAGE YAMAHA TD2 roadracer complete less fairing $2,000. Ron (604) 671-3774. CAN. (339-41/C)

Pre-70 Hon/Kaw/Yam/Tri/Etc. Wanted
Street/off-road Honda, Kawasaki, Yamaha, Marusho, BMW, Ducati, Triumph, Vespa wanted. Early '70s and projects for certain models considered. (714) 843-0235. CA. (329-43/C)

SCRU/AHRMA National MX
Oct. 21st Vintage bike show swap meet, and national trials. Oct 22nd AHRMA National MX. Invited guests both days. Hollister Hills, CA. Race info Mike (408) 722-8133, show info Butch (408) 847-4731, Trials Mike (916) 967-0262. CA. (339-42/C)

Redline Norton Flat Tracker
750cc Big Valves, balanced flow head, ARD ingition, quick-change hub, showbike condition. $4,000. (206) 232-0129. WA. (340-41/C)

1966 BULTACO MODEL 11 engine rebuilt. Proven winner. $3,800. (810) 329-6844. MI. (340-41/C/P)

1974 HUSKY 400 needs work. 1978 Husky 250 basket case all $500/obo. Houston, TX. Leave message. (713) 486-0444. TX. (140-41/C)

1969 MV AUGUSTA 250B $3,400, 1963 Ducati Mach I very original $4,500. Yamaha AS1 roadracer many new spares $1,500. Prices negotiable. (206) 528-7670. WA. (340-41/C)

WANTED: BULTACO Sherpa T M-27 or M-10 any condition. (603) 692-2226. NH. (340-41/C)

1973 HONDA CR250. Good condition $595. 1974 KX450 mint condition $2,000. 1974 CR125 excellent condition $1,800. (913) 681-5894. KS. (340-41/C)

'69 BSA Firebird 650
100% correct restoration, blue printed engine $4,500, Devimead 750cc BSA A65 race engine CR gears, Carrillo rods, Al Gunter head, much more, all new unassembled, $2,750. See at DelMar. Call (408) 659-0329. CA. (340-41/C)

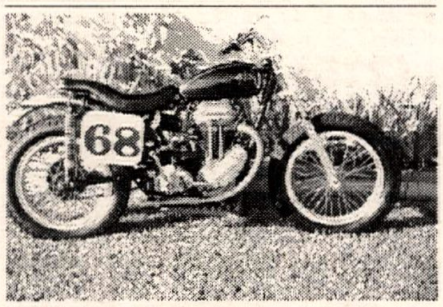
1972 Suzuki GT750 "Kettle"
Interesting restoration project or front brake donor for vintage racing, extra parts included $395. After 5p.m. Eastern time. (313) 538-7980. MI. (341-42/C)

1973 Honda TL125
Nice, original bike, minor work to be 100%. $895., Call (219) 324-2207. IN. (341-43/C)

Senior Citizen Clean-Out
Honda TL125 trials bike, all original in good condition $850. Call (503) 826-9767 after 6:30p.m. Oregon. (341/C)

HONDAS - '65 CP77 305 SuperHawk, black powdercoat, rebuilt 337cc, accys, $2,800; $20k of other Honda parts for 50-450cc bikes, all or part. (619) 267-8947 eves. aft 7. CA. (341/C)

1969 Norton Commando 750cc
Ready to ride. 500 miles on freshly rebuilt motor. $2,995. (908) 637-6385. NJ. (241/C)



1951 AJS Flat Tracker
Model 18 AMC gear box. $2,500. (818) 961-1909. CA. (141/C/P)

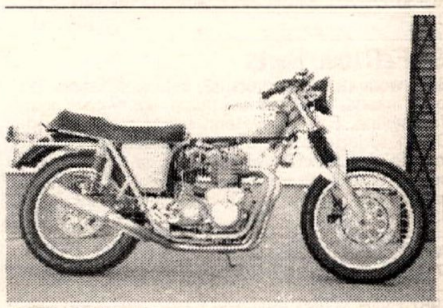
Ceriani
Roadrace 35mm forks. (206) 588-1641. WA. (341/C)

1976 YAMAHA TY80 $795. 1965 Honda Super 90 $625. Doug (503) 375-0463. OR. (341-42/C)

2 - MONTESSA COTA 25s 50cc trials bikes. 1 - 99% complete. 1 - 75% complete. $1,500. Both can deliver to Hollister Oct 22nd. Don T. Days (604) 533-4426, nights (604) 527-6281. (341/C)

Dinosaur Triumph
1951 T100 AHRMA VDTRA legal race winner. Big D Cycle/fast dependable and fun. Call for details $5,000. (214) 339-2285. TX. (341-42/C)

BSA 441 RICKMAN MK-4, clean, runs great, extras, $3,000. (909) 585-4317. CA. (341/C)



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'73-'75 Z1 900, '79-'80 KZ1000 (MKII) '82-'84 GPz1100, '81-'82 KZ1000J, '82-'83 KZ1000R (ELR), '79-'81 KZ1300 '78-'80 KZ1000Z1R, '69-'70 H1 500, '84-'85 750 Turbo, '80-'83 KZ550, '81 GPz550, '69 CB750 Honda. Status Classic Motorcycles. Please call 1(800) 833-3778.
CA. (208-TFN)

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1982 Kaw GPz 1100
Please call 1(800) 833-3778. (224-TFN)

Wnt: '82-'83 Kaw KZ1000R (ELR)
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Any sportbike, any part. Reasonable. (714) 557-2558. CA. (336-43)

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D'S LEATHERS. (419) 729-9639. OH. (330-28)

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Wanted 1979-80 KZ1000 MK II
Please call 1(800) 833-3778. (224-TFN)

Wanted 1981 Kaw GPz 550
Please call 1(800) 833-3778. (224-TFN)

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Big bore kits. Racing ignitions. Parts UPS daily. Mazzaferro. (707) 938-5744. CA. (225-TFN)

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WANTED COSMETICS tank for '95 Honda 900RR. (714) 545-6211. CA. (340-41)

1987 HIGH POINT dual axle trailer 14ft. Good condition. New tires, springs, shackles, vent. $2,300. Raised roof. (717) 992-7347. PA. (340-42)

Parting ZX7/GSXR/YZF/F2
Frames, wheels, motors, gauges, forks, bodysets and paintables. Call after 6p.m. EST. (908) 246-0940. NJ. (340-44)

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Dirt Track Sale
Knight XR750, expert equipment, 15th Goshen Aug., 1995 1st Henry May, 1995 $12,000. Wood 600 Rotax, only 4 races on new chassis and motor, $7,500 helmets, leathers, boots, wheels, tires, etc. Larry (616) 538-2985. MI. (340-41)

Honda CR250 1994
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White, Grumman all aluminum, power windows, aluminum wheels, sleeper, cabinets, work bench, paid $15,000 6 months ago. Asking $13,500. Call Jerry (805) 254-7441 eves, (805) 251-2017. CA. (340-43/P)

1992 KAWASAKI ZX11 14,000 miles, good condition. $5,200. (619) 375-1965. CA. (340-43)

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1981 Kawasaki KX nickle frame, new glass, Jemco pipe, fresh motor, not raced since rebuilt. Spare motor. $2,195. (717) 362-8962. PA. (340-41)

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Need FZ750 engines and parts FZ700 also. Call Paul (408) 422-6274. CA. (340-43)

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1989 Ford Box van 14 ft. sleeps 3 , 5 bikes, capt. chairs, a.c., p/s p/b, 147,000 mi. $9,500. Will trade for bike + dollars. Nat. #71 hyd. tailgate, diesel 13 mpg. (609) 629-9248. NJ. (340-41)

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Both have Chafong, Fox, braided lines, Factory, Beasley, one has R.E.S. superbike motor. Also 1994 Kaw ZX7R Supersport best of everything, many spares $15,000 for everything. Will separate GNF or ROC delivery. (216) 564-5343. OH.(340-44)

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Excellent condition, many extras. $3,700/obo. (408) 732-4059. CA. (340-41)

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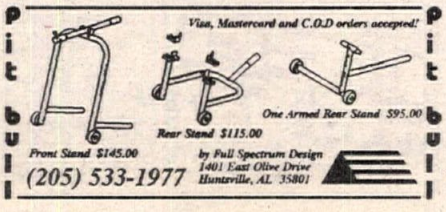

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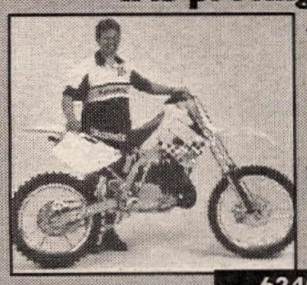

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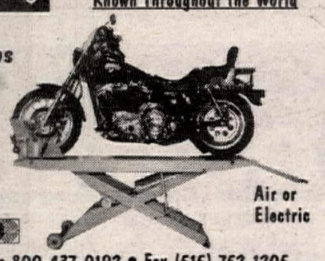

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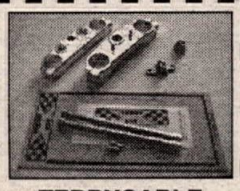

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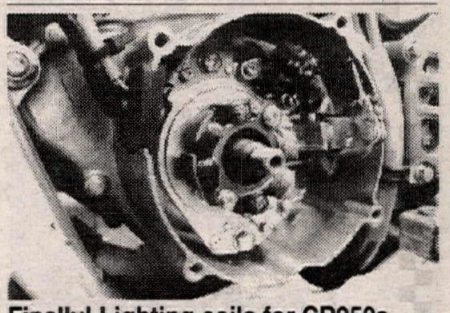

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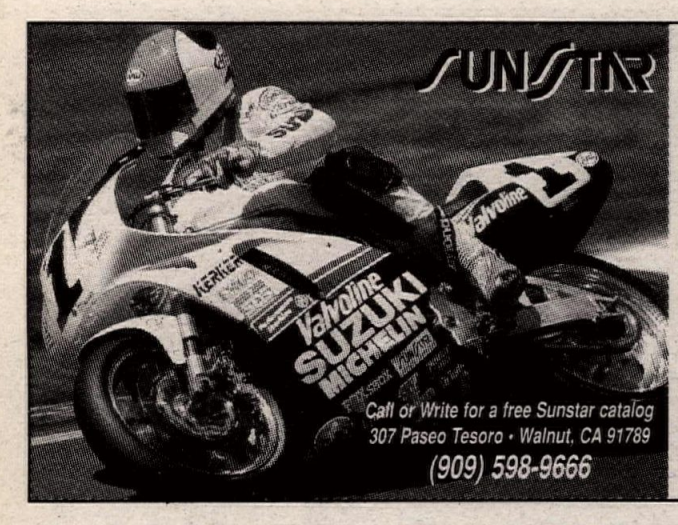

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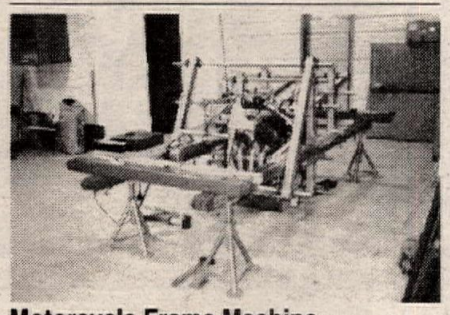

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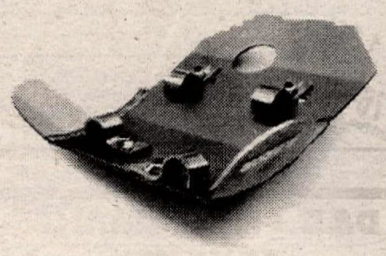

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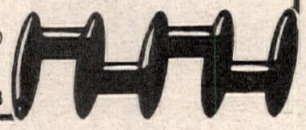

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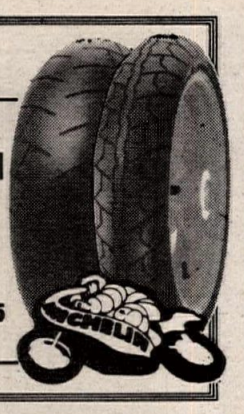

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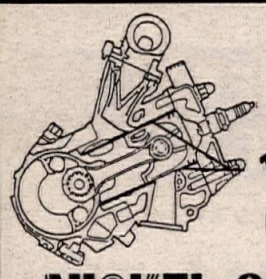

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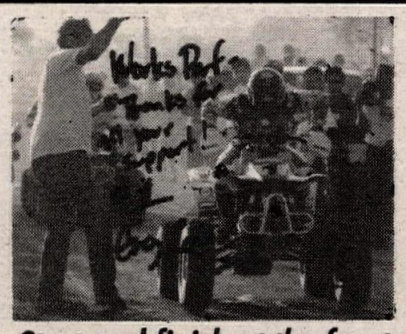

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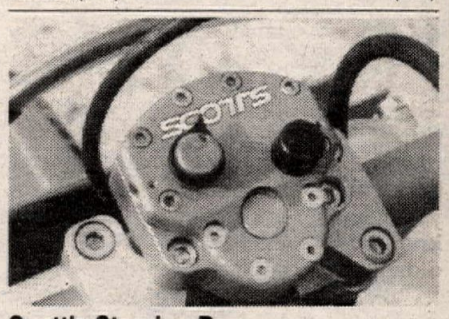

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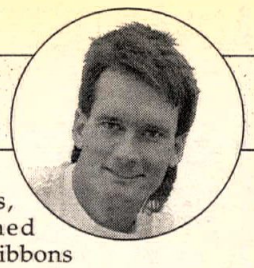
DAY SIX

By Kit Palmer



"Blah, blah, blah, blah, blah, blah, blah, blah!" said Mr. Policeman, whose Polish dialogue left me with a blank stare on my face. I turned to my wife for help; she was sitting in the passenger seat of our rented jelly bean - an Opel Corsa. "What do you suppose he's saying?" I asked her, knowing good and well she, like me, didn't have a damn clue.

"Blah, blah, blah, blah, blah, documents," he said louder and more sternly.

Did he say documents? Ah, I remember that from last time. I knew what he wanted.

It was approximately 10 o'clock Friday night and about an hour earlier, we had just crossed the border from the former East Germany - now unified Germany - into Poland. After experiencing brutal traffic jams leaving Dresden, Germany, earlier that afternoon, we were finally nearing our ultimate destination of Karpacz, a small ski-resort town near Jelenia Gora, the site of this year's International Six Day Enduro.

The cops, their cars parked along side the road, were standing next to their well-used blue and white-striped police...err, *polizei* cars, and they had just pulled us over for apparently no reason at all; we were driving slowly trying to find our hotel.

"Well, I guess things haven't changed much since I was here last (in 1987 *before* the collapse of the Berlin wall)," I told my wife.

I handed over to the cop my international driver's license and my passport, and he carefully inspected them very closely, taking his good sweet time making sure everything was in order, or perhaps to make me sweat a while, just for the fun of it.

"Blah, blah, blah, blah, blah," he said.

I just shrugged my shoulders.

"Blah, blah, blah," he continued as he handed me back my documents.

"Blah, blah, go," I heard him say.

C-ya. Whew!

Well, here we go again, I thought. Poland. When do we go home?

But little did we know that seven days later my wife and I would be reluctantly packing our bags in preparation for our flight home. As it turned out, I was wrong when I said Poland hasn't changed. Very wrong. It *has* changed a lot since the fall of communist rule in Eastern Europe. Okay, so we would be pulled over by the cops and play the same game of charades over and over again before the week was through, but, once we discovered that these stops were - more or less - nothing more than sobriety checks, well, our attitudes changed. I guess I can deal with that. You know, looking back, I never once even thought about having a sip of Zywiec (the local beer) until the very end of the day and was within walking distance of our *pension*. Drinking-and-driving was seemingly nonexistent in Poland.

As the 70th ISDE approached, I was anxious to return to Poland for a couple of reasons. For one, I wanted to see the new capitalistic Poland, and compare it to the socialistic Poland of old. Would there be a difference? If so, would it be better or worse? My questions would soon be answered.

Right away I knew things had changed. The first time I parked my car outside the hotel where the ISDE event headquarters was located a man suddenly appeared and demanded a fee for parking on what seemed like a public road. This was definitely a change, but for the good or bad? Well, I figured this was good for the local economy but bad for me. Luckily, parking was cheap.

I barely recognized downtown Jelenia Gora. Eight years ago the place was lonely, a seemingly desolate place. Back then, the primarily gray-painted buildings looked a little tattered, and the few shops that were open didn't have a whole lot in the way of merchandise, or customers for that matter. This time, the city square was an entirely different place. It was buzzing with excitement and crawling with people, including many young kids skating around on Rollerblades and riding wheelies on mountain bikes. Needless to say, there were no Rollerblades or expensive mountain bikes eight years ago.

Today, many of the buildings in downtown Jelenia Gora are painted in bright colors, reminding my wife and me of that popular amusement park in Orlando. Cozy pubs and small restaurants have popped up all over the place, and a Pizza Hut became a popular lunch spot for the Americans. Coca Cola signs where everywhere, as were new neon signs and photographs of Arnold Schwarzenegger's face on many of the video-store windows.

Unfortunately, the dollar-to-zloty exchange rate wasn't as good as it was eight years ago (no more black market), but it still isn't too bad today, especially when you compare the dollar vs. the pounds, marks and francs of other European countries. This, combined with a revitalized and a ready-to-please Poland, makes this country a serious contender when choosing your ski vacation getaway.

But most of all, I was anxious to see a good Six Days again. Last year's ISDE in Oklahoma was simply a disaster, at least from a spectator's point of view. The riders will tell you it was a good event, but ISDE fans who came out to see the best off-road riders in the world compete, will tell you otherwise. Basically, they weren't allowed to see them.

The year before in Holland...well, six straight days of rain will put a damper on anything, and it certainly did there.

Prior to Holland, Australia hosted the ISDE and did an outstanding job, so outstanding that the Six Days will return there for 1997. But, for some reason, it just didn't feel like a traditional Six Days. Perhaps it was the fact that all the teams had to ship their motorcycles and tools to Australia and work out of ugly containers, something the U.S. and Australian teams having been doing for years. Plus, chase riding was all but non-existent in Australia (After all, who could afford shipping over both race bikes *and* chase bikes? Not many). And there was no rain. What's a Six Days without at least one day of rain, or chase riders zipping in and out of traffic on the public roads, for that matter? Still, it was a good event.

Not since 1991 when the Six Days was held in Czechoslovakia, did the event capture that true ISDE feeling. In Poland that feeling returned, and how. The townspeople were into it, there were motorcycles everywhere, spectators lined nearly every inch of the trail every day. Flags waved at the special tests, people leaned out over the ribbons that lined the tracks, cheering on their home country heros with blow horns, whistles, and vocal cords.

"This is what the Six Days is all about," Jeff Fredette told me; he's ridden the Six Days 16 times and has finished them all - a record, no doubt. "You never go more than about a quarter of a mile without seeing someone on the trail, cheering you on. Especially the kids. They just go nuts if you pull a wheelie for them."

Some of the teachers at the local elementary schools took their young students on field trips to watch the competitors ride through town.

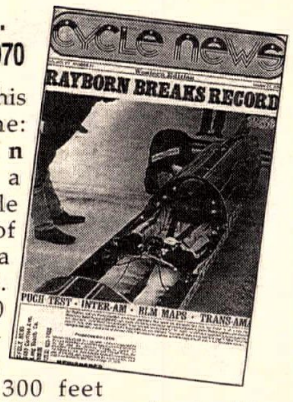
There's nothing quite like the Six Days. It truly is a one-of-a-kind event.

In all, approximately 150 American off-road enthusiasts came to Poland to attend the Six Days this year, and what never ceases to amaze me is the amount of support these people lend to the U.S. effort. They are the unsung heros of the ISDE. They end up spending their vacation time waking up before the sun rises every morning only to spend the entire day working checks (many times in less-than-ideal conditions, such as rain, cold temperatures, wind...), pouring gas, lubing chains, doing whatever is needed to keep the U.S. riders on the trail. One such person is Rick "Gunny" Claypoole who managed the overall U.S. team effort for the ninth time this year. And then there's Bruce Wakeley, another ISDE hard-core who attends the Six Days nearly every year and takes on the responsibility of rounding up gas cans and keeping them filled and distributed to the proper checks all week long. What a way to spend your vacation, huh? But Wakely loves it. It's a shame that only the riders take home medals.

This year's event definitely restored my faith in the Six Days and it took a country like Poland to do it. Hopefully, the U.S. will get another chance to host the ISDE and perhaps more Americans will get the chance to catch the true flavor of the ISDE. And if that day comes, and we do it half as well as the Polish did this year, then it will be nothing less than an outstanding event.

LOOKING BACK...

25 YEARS AGO... OCTOBER 27, 1970



Don't try this at home: **Calvin Rayborn** set a new motorcycle speed record of 265.492 on a Utah salt flat. Rayborn's 90 cu. in. Harley-Davidson engine blew 300 feet before the end of the course, leaving his streamliner to coast through for the record... England and BSA made a clean sweep at Unadilla, New York, in Trans-AMA Motocross Feature-class competition. **Jeff Smith**, **Keith Hickman John Banks** and **Dave Nicoll** took the top four positions respectively for their country and their marque... Confusion reigned during and after the Inter-Am Motocross competition at Linville, Ohio, with at least one rider calling it the worst-scored event he had ever raced. At day's end, **Jack Penton** in the 125cc class was the only official winner. When the dust finally settled, **Ake Jonsson** was given top overall honors with **Bengt Aberg** as the runner-up.

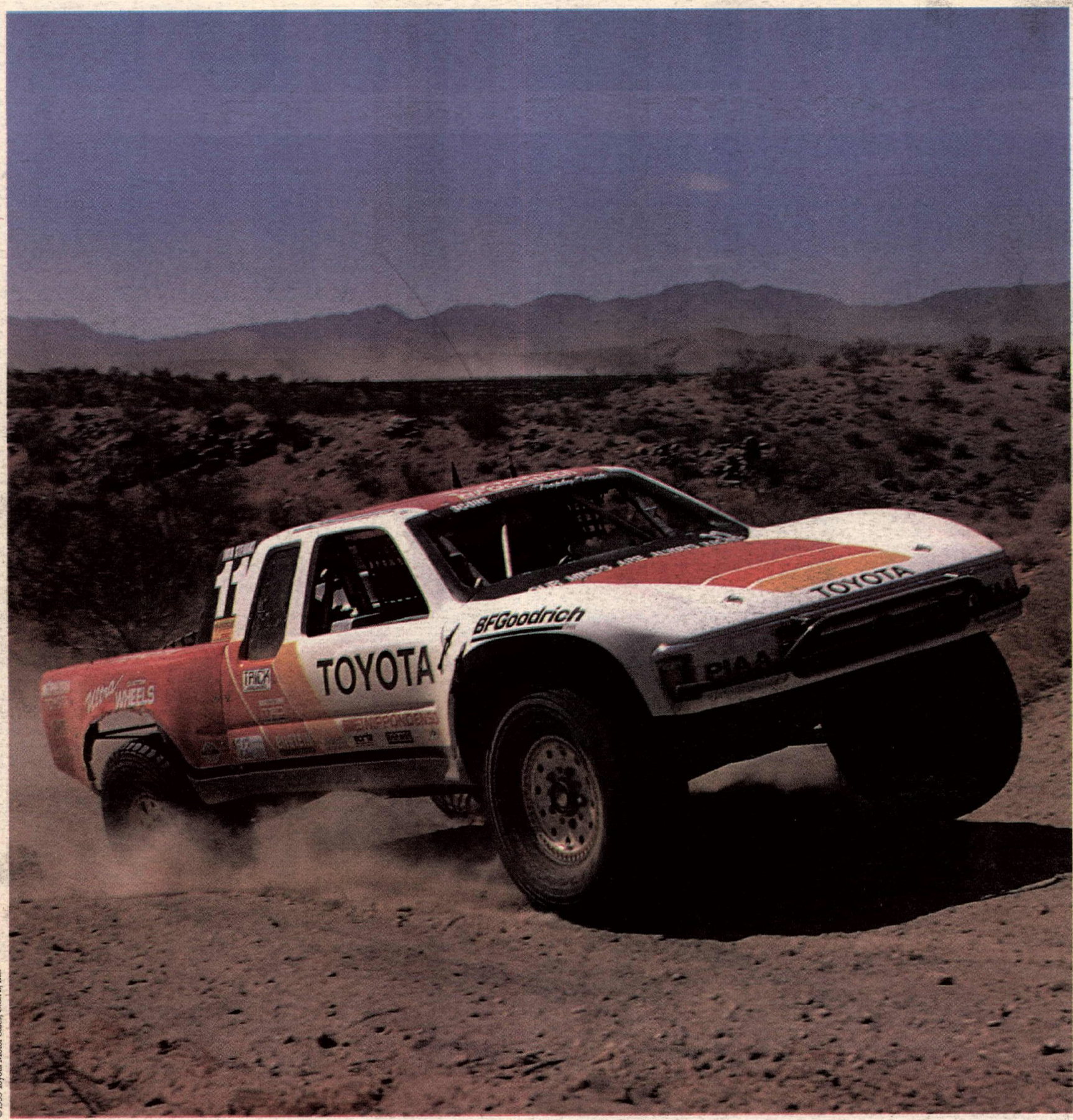
15 YEARS AGO... OCTOBER 22, 1980

Team Suzuki's **Kent Howerton** defied the odds with a double moto win to claim his second consecutive Trans-USA MX Series Championship in the final round in Braselton, Georgia. Howerton and Team Yamaha's **Broc Glover** took it down to the wire for a winner-take-all final moto, but Howerton took the win, the day's overall, and the title, 153-151... **Bruce Penhall** made like a broom and swept the U.S. Speedway Nationals in Costa Mesa, California, winning every race he rode and walking away as the new National Champ. Pre-race favorite **Alan "Crazy" Christian** took second... **Marland Whaley** clinched his fifth National Observed Trials title in six years.

Whaley's win in the fifth round of the series, held at Christmas Ranch, southwest of Pueblo, Colorado, put him out of reach of his nearest competitor, **Morgan Kavanaugh**, who finished fourth on the day.

5 YEARS AGO... OCTOBER 17, 1990

The pride of Swartz Creek, Michigan, **Scott Parker**, celebrated with tuner **Bill Werner** after Parker won the AMA Grand National Championship at the series finale in Sacramento, California. The 29-year-old racer squeaked by **Kevin Atherton** and **Chris Carr** for the 37th National win of his career and his third Grand National Championship... **Mike Kiedrowski** and **Jeff Stanton** topped the 125 and 500cc classes, respectively, in the penultimate National Championship 125/500cc MX round at Budds Creek, Maryland, without improving their positions in the series. Kiedrowski held on to his one-point series lead over **Guy Cooper**, while Stanton remained 26 points away from the top position of **Jeff Ward**... **Dan Smith** grabbed the lead in this year's National Hare and Hound Championship with a wire-to-wire win in the sixth round of the series, held in Wendover, Nevada. One round remained between Smith and his fifth series title. Smith's fellow KTM rider **Danny Hamel** took the 250cc Expert win to lead that class in series points. CN



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Looks like Ivan's truck is gonna need a bigger cup holder.

Facing extreme temperatures and aggressive competitors, Ivan "Ironman" Stewart had his hands full in Nevada. But, after capturing both first place at the Laughlin Desert Challenge, and winning the '95 Driver's Championship in the SCORE Trophy Truck class, now he really has his hands full. Kudos to Ivan, Cal Wells' Precision Preparation Inc. and TRD, U.S.A.

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